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Hongkong, 4th December, 1907. [a40]

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Hongkong, 9th February, 1907. [1326]

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Hongkong, 5th October, 1908. [a1268]

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[a1631]

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All comforts of a home.  
A most pleasant retreat for those desirous of  
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Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
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Two steamers (s.s. Sui An and Sui Tai) daily to  
and from Hongkong, and two steamers to and  
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Cable Address—"BOA VISTA."  
For Terms, apply to  
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[a216]



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## The Daily Press.

HONGKONG, DECEMBER 23RD, 1903.

Some sensational information seems to have been circulating in Portugal for the past month or so concerning the relations of that country with China in regard to the delimitation of the Portuguese territory of Macao. In a London paper to hand by the latest mail we observe a Lisbon telegram in the following terms:—"It is learned that a serious dispute has occurred between the Chinese and Portuguese Governments owing to the fact that the former has claimed the Portuguese territory of Macao. The affair, it appears, is a sequel to the seizure of the *Tatsu Maru* by Japan. The vessel, it will be recalled, was captured near Macao, and the Chinese (Japanese?) authorities thereupon protested that she was at the time in Portuguese waters appealing to Portugal for support in this contention. Portugal, however, declined to have anything to do with the matter saying that the *Tatsu Maru* had been seized in Chinese waters. China is now taking Portugal at her word, and according to advices received here, the Chinese troops are inciting the natives to open revolt against the Portuguese authorities." The telegram further stated that at a meeting of the Cabinet, hastily summoned, it was decided to dispatch the cruisers *Adamastor* and *Dora* and the gunboats *Patric* and *Rio Lima* to Macao immediately, as news was said to have reached the Government that conflicts had already taken place. Evidently the New York journalist must look to his laurels in his genius for invention he is

not to be outdone by his confreres in Lisbon. It is quite unnecessary for us to say that there have been no conflicts between the Chinese and the Portuguese at Macao, and no crisis has been reached, or is likely to be reached, we think, over the delimitation of the boundaries of the colony. But somebody seems to be still filling the public mind in Lisbon with apprehension, for a Reuters telegram we publish to-day announces that it has been declared in Lisbon that there are no differences between China and Portugal in the negotiations for the delimitation of the waters of Macao, which are proceeding normally. It can hardly be said that no "differences" exist between China and Portugal. If no differences existed there would be no need for negotiation. What we understand by the *dementi* is that the negotiations for this delimitation of the boundary are following normal course and there are no acute differences likely to render the present negotiations futile. There is a long history attached to these negotiations. The boundaries of the oldest Colony in China have never apparently been properly defined, and it is alleged by the Chinese that Portugal has made considerable encroachments. Historians, we read, are divided in opinion as to whether the possession of Macao by the Portuguese was originally due to Imperial bounty or to right of conquest. The Portuguese first took up their residence at Macao in 1557, and for many years prior to 1848 a rental of 500 taels a year was paid to the Chinese authorities. In 1848 Governor FERREIRA DO AMARAL refused to pay the rental any longer and forcibly drove out the Chinese Custom House and with it every vestige of Chinese authority. This bold stroke cost the Governor his life in the following year, and it was not until 1887 that the sovereignty of Portugal over the peninsula was formally recognised by China in a Treaty. In the Protocol China confirmed the "perpetual occupation and Government of Macao and its dependencies by Portugal, as any other Portuguese possession." In the Treaty as ratified at Peking in 1888, Article II reads as follows:—

China confirms in its entirety the second article of the protocol of Lisbon, relating to the perpetual occupation and government of Macao by Portugal.

It is stipulated that Commissioners appointed by both Governments shall proceed to the delimitation of the boundaries, which shall be determined by a special convention; but so long as the delimitation of the boundaries is not concluded, everything in respect to them shall continue as at present, without addition, diminution, or alteration by either of the parties.

It is noteworthy that the words "and dependencies" which are used in the Protocol do not appear in the Treaty itself. Some attempts have been made to define the boundaries of the Colony since that Treaty was negotiated, but the Chinese Government declined to recognise Portugal's title to certain islands as forming part of the Colony of Macao, and the boundaries of the Colony are still undelimited. Further provision was made in the Treaty of 1904 for a settlement of this question, and had there not been so much delay over the matter we would probably never have heard of the *Tatsu Maru* affair and its regrettable developments. Article IV of that Treaty reads:—

Such steps as are necessary for the repression of smuggling in the territory and waters of Macao shall be taken by the local Portuguese Government in concert with the Commissioner of the Imperial Maritime Customs, and similar steps in the Chinese territory and waters near Macao shall be taken by the Imperial Maritime Customs in concert with the Portuguese Government of Macao. This co-operation is intended to render such steps effective on all points in respect of which co-operation is needed, and to avoid at the same time any injury to the sovereign rights of either of the High Contracting Parties. Special delegates from the local Government of Macao and the Imperial Maritime Customs shall proceed to fix the respective zones of operations and shall devise practical means for the repression of smuggling.

After a delay of four years these delegates have now been appointed, and it may be hoped that they will soon come to an amicable and final settlement of the question.

Mr. Justice J. F. Tracey of the Supreme Court at Manila has tendered his resignation.

Mr. Lan Chu Pak has returned to the colony after a month's absence in the North.

His Lordship Bishop Lander held a confirmation service at the Cathedral yesterday, and laid hands on a number of candidates.

Mr. C. Paul Chater, nephew of Sir Paul Chater, was married at St. Mary Abbot's Church, Kensington, last month, to Miss Aileen Balthazar.

A Hankow contemporary states that the financial condition in the native city is improving by leaps and bounds, and that already a peaceful settlement at Chinese New Year is assured.

A marriage has been arranged, and will take place early in January, between Mr. Newton J. Stabb and Ethel Mary, eldest daughter of Mr. A. M. Townsend, manager of the Hongkong and Shanghai Banking Corporation, London.

Yesterday was a Chinese festival of Tung Chi (winter solstice).

The Mongol Princes have presented to the Emperor some specially selected yellow and white horses.

The Rev. Brother Christian, director of St. Joseph's College, informs us that that College received the sum of \$75 from the trustees of the Bellini Scholarship Fund, not \$25 as appeared in the school report through a clerical error.

At a meeting of the Chinese Commercial Union held yesterday afternoon it was resolved to petition the Secretary of State for the Colonies against recent legislation making spitting on the footpaths and in public buildings a punishable offence.

Before Commander Basil R. H. Taylor, R.N., at the Marine Magistrate's Court yesterday a native boatman was fined \$10 and a boatwoman \$5 for failing to exhibit a masthead light between sunset and sunrise. Charges preferred against two fishermen, of depositing rubbish in the harbour, were adjourned.

His Excellency the Japanese Ambassador to the Court of St. James (London), and Madame Kato are travelling to London by the N.Y.K. steamer *Hirano-Maru*. Vice-Consul and Mrs. Funatsu have arranged an "At Home" on the steamer on Tuesday afternoon next and invitations have been issued to a number of residents to meet His Excellency and Madame Kato.

The *Directory of Protestant Missionaries in China, Japan and Corea* for the year 1903 is just published. Every year sees some increase in the volume and a rough calculation gives upwards of 6000 men and women in these mission fields. The little volume of nearly 120 pages is compiled at the *Daily Press* Office and is obtainable from booksellers throughout the East at the price of 60 cents.

By kind permission of Major Evans and Officers, the band of the 13th Rajputa under Bandmaster Cope will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday the 24th December 1903, (weather permitting):—

March.....The Soldiers Chorus  
Valse.....Christmas Bells  
Selection.....The Merry Old Land  
Chorus.....The Merry Old Land  
Selection.....The Merry Old Land  
Two-Step.....Don't make dem Scandals by a at me  
Valse.....Fairie Voices  
Gon Save The King

Besides Commodore Lyon another naval officer not unknown to Hongkong received appointment as a naval aide-de-camp to the King. This was David Beatty who was commander of the *Barfleur* on this station at the time of the Boxer troubles, and, while commanding 200 blue jackets ashore, was twice wounded in daring but fruitless attempts to silence two Chinese guns. Capt. Lyon stands 20th in the list of his rank, and Captain Beatty is 18th in the list and will shortly be due for promotion as the youngest rear-admiral the fleet has had during many years for he will not celebrate his 38th birthday until January 17th.

The Foreign Ministers at Peking are reported to have made a formal complaint to the Wei Wu Pu that it has become quite a practice among the Chinese Banks in the Treaty Ports to issue notes in excess of their capital reserve and when a "run" is made on the Banks they go bankrupt and the result is that their indebtedness is enormous. The Foreign Ministers ask the Board of Finance to issue new regulations to prevent such occurrences. The Board has answered that proper regulations are already laid down but the Grand Council has the matter under consideration and has sent despatches to the various Viceroy and Governors instructing them to institute regulations which will more effectively control the Banks.

Ten men of the 18th Infantry at Camp Keithley, Mindanao, died last week "from the effects of drinking Columbian spirits." The Manila *Cablenews* says that by "Columbian spirits," the officer forwarding the telegram probably meant columbic acid, the deadly liquid form of the white pulverulent compound obtained by the decomposition of oxychloride or peroxide, known generally among chemists as niobio acid. They drank this fatal camp camp believing most likely that it was nothing worse than bino. The affair is looked upon by army officers high and low as one more awful argument against the continued banishment of the canton, and the fate of the ten duped soldiers and the impossible situation forced upon the army by the Anti-Canteen Law are deplored in the same breath.

No foreigners were present at the enthronement of the new Emperor in Peking on the 2nd inst. consequently the outside world knows little of the details of the ceremony. A Japanese contemporary, however, gives an account purporting to come from an eye-witness. The ceremony took place within the precincts of the Peking Palace. The first step is said to have been the solemn placing of the late-Emperor's Succession Decree on a specially prepared dais, before which were grouped the most eminent statesmen and scholars in the capital. The little Emperor then entered the Hall, and after hearing the Rescript read, received an explanation of its contents from the attending eunuchs. His Majesty then repaired to an adjoining chamber, and having donned the Imperial robes, bowed the knee three times before the Empress Dowager, in token of filial piety and respect. Thereafter the child was led to the Throne Chamber and, having been solemnly placed on the Throne, he received the homage of the assembled statesmen and courtiers, who, in accordance with the prescribed customs, bent the knee three times and bowed the head nine times. The Emperor then affixed his seal to the Rescript of succession, and ordered it to be duly promulgated. This ended the ceremony in the Palace. It had been preceded of course early dawn by supplications to the celestial and terrestrial deities at the Temple of Heaven.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE JAPANESE DIET.

Tokyo, December 22nd.

The Diet will be opened by His Majesty the Emperor on the 25th inst.

The Parties are now exceedingly busy, and an active session is anticipated.

[REUTERS SERVICE.]

## AEROPLANES.

London, December 20th.

The Wright-Lemans aeroplane has covered 62 miles in 114 minutes.

## THE UNITED STATES SECRETARY OF STATE.

London, December 20th.

Mr. Taft has appointed Senator Knox, Secretary of State.

## PORTUGAL.

London, December 20th.

The Portuguese Cabinet has resigned and a coalition ministry is in course of formation.

## THE DELIMITATION OF MACAO WATERS.

London, December 20th.

It is declared in Lisbon that there are no differences between China and Portugal in the negotiations for the delimitation of the waters of Macao which are proceeding normally.

## AMERICAN-BRITISH UNIVERSITY FOR CHINA.

London, December 20th.

Lord Cecil, with Lady Cecil, will shortly leave for a two months visit to China, in connection with a joint American-British scheme to found a Chinese University on Christian lines.

## THE FRANCO-GERMAN PRESS.

London, December 20th.

The Franco-German press has renewed its polemics against the suggestion of the German papers that Germany should demand a delimitation of the Algiers-Morocco frontier. The French press says that the matter solely concerns France and Morocco.

## THE BANDMANN COMEDY COMPANY.

"JACK STRAW."

The season of this talented company is rapidly drawing to a close, and the production of "Jack Straw" last night leaves but two more numbers of a brilliant and extensive repertoire. The performance met with the same success which has invariably attended the other pieces, and although each night as the season extends the strain on the artists becomes greater, yet their reputation has been well sustained.

"Jack Straw" is a play which calls for considerable ability on the part of the person taking the title role, and unless the character is carefully allotted the value and full force of the piece is lost. In Mr. Vane's capable hands the part was well depicted.

As the piece is new to Hongkong a few particulars of the plot will be of interest. "Jack Straw" at first appears as a waiter in a London hotel where an old friend named Holland, who had been on the trail with him in America, recognizes him and seems surprised at their meeting. A plebeian parvenu family next makes their appearance with much pomp and display, and their insulting conduct to a lady is nearly the cause of their humiliation, for Lady Wanley, a friend of Holland's, devises the scheme of passing off "Jack Straw" as a scion and heir of a noble foreign family. At first, Straw is undecided, but after having been snubbed by "les nouveaux riches" he consents to impersonate the Archduke Sebastian of Pomerania; is finally introduced as such by Holland, and is invited by the family to their country residence and entertained with much ostentation. Lady Wanley and Holland, fearing that the deception has gone too far ask Straw to retire; but he refuses and they thereupon expose him to the family who are vastly shocked and wounded at the thought of pandering to a waiter. The hostess with enraged and humiliated feelings threatens to call in the police unless the pseudo-Duke departs, but Straw with the utmost sang-froid calmly reminds her that the exposure will also vitally affect him and so she is compelled to continue the farce at his pleasure. Amazing complications arise for Straw becomes enamoured of the daughter, the only refined member of the family. A climax is reached when the Pomeranian Ambassador who is expected to denounce Straw shows that he is the genuine Archduke and has been seeking adventures in disguise. Furthermore he brings the Royal assent to the union.

As Mrs. Parker Jennings, Miss Beaumont was, excellent and gained much applause. The natural charm of Miss Blanche Forsyth as the daughter was most acceptable.

Mr. Sydney in the character of the father was entertaining and amusing, and Mr. Vigors as Ambrose Holland, Lady Wanley's partner in the conspiracy, was also successful and the rest of the parts were most ably performed.

## LOCAL SPORT.

## FOOTBALL.

Saturday's programme was not a very brilliant one, there being only one really interesting match down to be played, namely—Buffs v. R.G.A. The other matches were walkovers for Y.M.C.A., R.E. and Naval Yard. The winners scored 20 goals against the losers one, R.A.M.C. being the only team to score.

The league table was unaltered from the week before as the three leading teams won their goal average and are now going strong. The matches between the four leading teams will be looked forward to with great interest, as each team regards itself as value for a win.

Turning to the Buffs v. R.G.A. game. The Buffs won by the only goal of the match, but a draw would have been a very fair indication of the day's play. The Buffs eleven are the cynosure of all eyes at present. Great things are expected of them, and, if they continue to improve as they have done, there is no doubt they will head the League. Baler and Bartlett are very sound backs and the halves are dashing and know what to do with the ball when at the foot. The forwards should get a bit more practice in shooting at goal. The R.G.A. team is a good one, and a little more understanding between the forwards should give better results. Broughton at back is a pillar of strength, but West is a little weak and does not support his partner. Hudson is very clever with both his head and his feet. The R.E. and R.A.M.C. match was a very poor display of football. R.E. were easily the best team in all lines and deserved their victory. They have a good goal average and have scored 5 out of 6 points, but it must be borne in mind that they have to play some hard games yet. They will need to be in tip-top form to vanquish Y.M.C.A. or R.G.A. They meet Y.M.C.A. on Saturday (Boxing Day) at 3 p.m. on the Military ground, and a draw is likely to be the result. Y.M.C.A. are determined to keep their place at top of the League and I have heard it mentioned that Arthur Piercy will be seen in Y.M.C.A. half line on Saturday. With Wharton, Piercy and Storrie, R.E.'s have to meet three dashing halves.

The Naval Yard team had a soft thing on Saturday and easily beat the Lusitano by 6-0. There was very little football played; the ground and ball were greasy. However, over confident play on the part of Naval Yard nearly cost them a goal on Saturday. Pascoe proved, a useful half back and will be an improvement in the half line. Naval Yard should improve their position on Saturday when they meet R.A.M.C.

Y.M.C.A. also had a day out and won easily, 7-0. Wilson scored four goals, Clements two, and Storrie one. Y.M.C.A. were a man short all the game. Here again the exhibition of football was at zero. The B.O.C. are improving and will give a good account of themselves yet. Chunyuk and Goldenberg are very hard workers. The backs are a little nervous.

Next Saturday the Buffs and R.G.A. are to take a rest and neither will be seen during the holidays. The league committee have decided to give the public a good game to watch on Boxing Day. R.E. and the Y.M.C.A. meet at 3 p.m. on the Military ground; both teams are keen. The other matches will be Naval Yard v. R.A.M.C. on the Naval ground, and B.O.C. v. Lusitano at Causeway Bay at 4 p.m.

## CRICKET.

Last Saturday turned out a drizzling rainy sort of day, just the kind of day to put umpires in a bad humour because of the wet overhead and the damp underneath, to make bowlers say nasty things because of the uncertain foothold and the greasy ball, to make fieldsmen grumble at having to stand about for quite a while shivering and then when a ball is skired to find it too slippery to hold, and to make batsmen feel in all kinds of humour according to the number of runs they made.

The most important League match was between Hongkong "A" team and the Civil Service, both teams being nearly up to full strength; the only absentee of any note being Witchell of the Civil Service. Makin won the toss from Hutchison and elected to field. Raven and Phelps who opened for the Civil Service made over 50 before the former was sent to the Pavilion after putting up a useful 21. Reid filled the vacancy, but retired without scoring. Hutchison joined Phelps who soon after was caught after making 44. Sutherland joined his Captain and they retired unbeaten after a total of 149 was reached. Hutchison gave as fine an exhibition of faultless free hitting as has been seen on the Club ground for some time. His score of 73 included three sixes and only two singles. The "A" team went in, having only three-quarters of an hour to make the necessary runs. Dashiwood and Haughton fell victims to Bird's deliveries, Fowler who was in splendid form and Makin playing out time, the score at the finish being 92 for two wickets. This drawn game leaves the teams in the leading positions unchanged. "B" team is on top with an unbeaten record with Civil Service and the "A" team second with one match down.

"B" team had it all their own way against the Engineers, getting them out for 63 and scoring the requisite number with the loss of four wickets without making use of their crack bats.

Telegraphs inflicted a crushing defeat on Kowloon on the Naval ground, Peak, the "speed merchant" and Shields with his curly deliveries being responsible for the damage. Kowloon were not in full strength but they should have made a better stand; 35 being a very poor showing against the Telegraphs' total of 115 for five wickets.

The All-American Baseball team and a Hongkong Club team played on Monday. Of course, the Club had it all their own way, but some of our cricketers might take a lesson from the visitors as regards fielding a ball, the wicket-keeper being particularly smart. As an instance of the confidence these players place in the fieldsmen, one of the batsmen skied a ball and immediately walked away from his crease not dreaming of the catch being missed, and was astounded when told to go back as it had been muffed. An amusing feature was the habit the batsmen had of throwing down the willow after hitting a ball and essaying a run.

There are no League matches on the tapis for Saturday, but on Tuesday the Telegraphs play R.G.A. This should provide some good cricket, both teams being about equally strong. If Peaks and Shields come off with the ball it will probably be a win for the Telegraphs; if they have to resort to a charge, it is likely the R.G.A. will win.

## UMPIRE.

## GYMKHANA AT CAUSEWAY BAY.

Yesterday afternoon the officers of the 13th Rajputa were "at home" to their friends on the polo ground, and a very successful gymkhana was held. There was a large attendance, and music was provided during the afternoon by the Rajput Band. The various events resulted as follows:—

Tent Pegging with Swords (Individual).—

Lieut. Potter.

Pig Sticking.—Spear—chalked billiard cue.

Pig—an inflated mask trailed behind a pony:—

Lieut. Potter.

Tilting at the ring from rickshas, for ladies:—

only—Hanging rings were placed in a line. Ladies rode down the line and tilted from rickshas. Mrs. Wait.

Happy Vale Hunt Cup.—Over fair paper-chasing country. Open to ladies and gentlemen.

—Miss Lyon.

Telegram Race.—Gentlemen carrying a telegraph form and pencil, rode to their partners, who were lined up on a spot 200 yards from the start, halted, dismounted, and handed form and pencil to partner. Just before the start ladies were given a word. On receiving the form, the lady had to write out a telegram, each word of which started with a letter, in order of the given word, including address and sender, sign her name at the bottom of the form and returned it to her partner, who raced back to starting point with it.—Mr. Worthington and Mr. Davidson, 1.

Menagerie Race.—Ladies took up their position, chalk in hand, at a black board. Their partners, carrying a pencil and a piece of paper, also an envelope with name of an animal enclosed, started from a spot 200 yards away, and raced to them. The lady, on receiving the envelope enclosing name of animal from her partner, drew the animal on the black board. Directly the gentleman recognised the species, he wrote it on his paper, mounted, galloped round a distant spot, and home. The first past the post with correct solution won.—Mr. Potter and Mrs. Bayard.

The Florence Nightingale Race.—Lady started with lint and bandages from a spot 200 yards from her partner, who was one of a line of prostrate wounded heroes, rode to him, tethered her pony, bound up wounds properly, assisted him to mount her pony and, leading pony, conducted him to a place of safety previously marked. Points were given for correct bandaging, as well as pace.—Mr. and Mrs. Gresson.

Mrs. Watling presented the prizes at the conclusion of the gymkhana.

## GOVERNMENT HOUSE.

There was an official dinner at Government House last night to which the following guests were invited:—

Korvettenkapitan Aokermann, Captain Baird D.S.O., Mrs. Baird, Staff Surgeon and Mrs. Baile, Colonel Bedford, C.M.G., P.M.O., Mrs. Bedford, Frigatekapitan Bödiker, Mr. and Mrs. Boulton, Comdr. Buchanan, Capt. Briarley, D.S.O., R.A., Capt. Baron B. de Cervin, Mr. and Mrs. Montagu Ede, Dr. and Mrs. Ewan-Jones, Capt. Findlay, Rev. and Mrs. Francis, Dr. and Mrs. Grove, Mr. and Mrs. J. Hastings, Mr. King (Hongkong Police), Mr. and Mrs. Mackay, Miss Mutter, Mr. and Mrs. Scott, Capt. and Mrs. Worthington, Captain Wurmbach.

The following received invitations, but were unavoidably prevented from coming:—

Mr. Fox, Mr. and Mrs. Crofton, Fleet Surgeon and Mrs. Beadwell, Capt. Cline, R.A., Brother Christian, Commander D'Estienne, Mr. and Mrs. Baillies.

His Excellency yesterday morning received Captain Baron W. Hohenberg of the Austro-Hungarian cruiser *Leopard* and Captain Marquis L. Cusani Visconti, of the Italian cruiser *Puglia*.

To-day at 11 a.m. His Excellency will receive Taoist Liang Lau Isha, the Chinese Consul General of Australia, and also Mr. Harris, Commissioner of I. M. Customs.

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Cooker*, which left here on the 16th inst. at noon has arrived at Singapore on the 20th instant at 1 p.m.

The I.G.M. str. *Dorffinger*, which left here on Friday the 18th inst. at 3 p.m., has arrived at Shanghai on the 21st inst. at 3 p.m.

The Ben Line str. *Bemovick* from Middlebro' Antwerp and London left Singapore on 19th inst. for this port.

The C.P.R. str. *Empress of India* arrived Shanghai at 10.30 p.m. on Monday the 21st inst., and left again at 9.30 a.m. Tuesday for Nagasaki where she is due to arrive at 4.30 p.m. on Wednesday the 23rd inst.

The C.P.R. str. *Monteagle* left Yokohama at 3 p.m. on Saturday the 19th inst. for Victoria and Vancouver.



## SANITARY BOARD

A meeting of the Sanitary Board was held yesterday at the Board Room, Mr. R. O. Hutchison presided and there were present Colonel Bedford, Hon. Mr. Irving, Mr. Lau Cha Pak, Mr. H. Humphreys, Mr. A. Shelton Hooper, Mr. Macfarlane (Assistant Medical Officer of Health), and Mr. A. Gibson (Secretary).

## THE MISSING SECRETARY.

A letter was received from the Government relative to the appointment of Mr. Woodcock to act as Deputy Registrar and Accountant of the Supreme Court, and Mr. Gibson and Mr. Craig to continue to act as secretary of the Sanitary Board. The letter was as follows:—

Colonial Secretary's Office,  
11th December.

Sir,—I am directed to state for the information of the Board that, owing to the exigencies of the public service, it has been necessary for His Excellency the Governor to appoint Mr. Woodcock to act as Deputy Registrar and Accountant of the Supreme Court during the absence on leave of Mr. Lee Jones, and that it will be therefore necessary for the present to continue the existing arrangement under which the duties of secretary of the Sanitary Board are divided between Dr. Gibson and Mr. Craig. I regret that by an oversight this information was not conveyed to you prior to the last meeting of the Board.—I am, etc.

Your obedient servant,

F. H. MAY,  
Colonial Secretary.

Mr. HOOPER—I am glad to get that information, Sir, but I fail to understand the last part of the letter in which the Colonial Secretary says that the duties of secretary are to be divided between Mr. Gibson and Mr. Craig. The Ordinance only empowers the Governor to appoint a secretary and an assistant secretary to the Board. This is something more than a technical objection, Sir, because I would refer to section 95 of the Ordinance which says that certificates and written permission of the Board may be given under the hand of the secretary. I would like to know who performs the statutory duties of this Board, and who would be amenable for any breach committed. The Government can only appoint one secretary, and I think it would be well to draw attention to that fact.

The PRESIDENT—The letter from the Colonial Secretary says that the existing arrangements shall continue, and if you refer to the letter which announced the present arrangement you will see that Mr. A. Gibson was appointed to act as secretary during the absence of Mr. Woodcock, and that Mr. Woodcock's half-pay was to be divided between Mr. Gibson and Mr. Hooper.

Mr. HOOPER—That is as far as the pay is concerned. I have no objection to that. The first letter does not say anything about Mr. Craig pertaining to the secretaryship, but the second letter indicates that it is to be a joint secretaryship. Of course, if you say that there will be only one secretary, it is satisfactory.

The PRESIDENT—The original letter appoints Doctor Gibson as secretary to the Board, and the second letter says that the existing arrangements shall continue.

Mr. HOOPER—Then it was unnecessary to allude to Mr. Craig?

The PRESIDENT—Yes.

The paper was laid on the table.

## COMPLAINT AGAINST THE CONSERVANCY CONTRACTOR.

Correspondence was submitted relative to a complaint made against the conservancy and conservancy contractor at Kowloon.

The PRESIDENT—With reference to this paper, I should like to say that there is some further correspondence which I think should be treated confidentially, and I propose that strangers be requested to withdraw.

Mr. HOOPER—But the public acknowledgment you would get, I think, would be effective. I am not alluding to anything else, but it strikes me that, if we published the admission, we would perhaps find it more satisfactory, but that is a matter for the Board entirely.

The REGISTRAR-GENERAL—My recollection is that on the last occasion we considered such a matter confidentially.

Mr. HOOPER—No.

The PRESIDENT—Some other points will arise which I think should be treated confidentially.

The Press then retired.

## MORTALITY STATISTICS.

Based on a death rate per 1000 per annum the mortality statistics of the whole Colony for the week ended 28th November was 21.6 and for the week ended 5th December 22.5 as against 21.5 for the corresponding week of last year.

## LIMEWASHING RETURNS.

The limewashing returns for the month of December showed that 2040 houses have been lime-washed in the Eastern and Central districts.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 22nd at 11.50 a.m.—The barometer has risen along the Yangtze, and fallen elsewhere, particularly over the N.E. coast of China and W. Japan.

The depression has passed from the continent to the Yellow Sea, and the highest pressure is now shown over the Upper Yangtze. The monsoon is expected to freshen in the Formosa Channel and along the northern shores of the China Sea during the next 24 hours.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighborhood. Same as No. 1.  
Formosa Channel. Same as No. 1.  
South coast of China between Hongkong and Lanchow. Same as No. 1.  
South coast of China between Hongkong and Hainan. Same as No. 1.  
(\*) N. and N.E. winds, freshening considerably; fair.

## A YAMUATI TRAGEDY.

On Monday morning the Yamuati police were informed that a man had been found under circumstances which pointed to murder. The victim, who had charge of a godown and collected various payments, was last seen alive on Sunday night and next morning when the house which he occupied was entered he was discovered lying on the floor face downwards with his hands tied behind him and a gag in his mouth. The body was still warm but when the police were called two or three hours later it was quite cold. Robbery is believed to be the motive for the crime.

## A LONDON LIFT TRAGEDY.

## A HONGKONG CHILD KILLED.

The deepest sympathy will be felt in the Colony with Dr. and Mrs. William Hunter who have lost their little son Willie, aged five, by a lift accident in a London Hotel. The Mail yesterday brought full particulars of the occurrence as it was related at the coroner's inquest. Dr. and Mrs. Hunter, their two children and an amah were staying at the Imperial Hotel in Russell Square. The children had been left at the hotel in charge of the amah, and when Dr. Hunter returned to the hotel he was told that his little boy had fallen down the lift. The child died the following morning without being able to give any explanation of the occurrence. The amah stated that she was with the two children in the bedroom, and while she was attending to the baby, Willie opened the door and ran out. When she went to look for him she learnt that he had fallen down the lift.

The lift attendant stated that he was in the lift on the ground floor when the electric bell rang. He went up to the first floor where the amah and the two children were standing in front of the door, the amah holding the children by their hands. The little boy was standing in front of the amah. Suddenly the lift shot up twelve feet without any action on his part, but at that moment he saw the child's hand on the rope, but the child was outside the lift. He stopped the lift but the child had disappeared and was afterwards found to have fallen into the well, a depth of 25 feet. He suggested that the sudden ascent of the lift was caused by the child touching the line.

The Jury returned a verdict of "accidental death," and made recommendations with the object of preventing anyone but the lift attendant touching the rope.

## CARRIED OVER £5000 ABOUT WITH HER.

The extraordinary manner in which large sums of money are carried about or hoarded by the French people is illustrated by the case of a woman at Clermont (Oise), of whose effects an inventory was taken on her removal to an asylum. In the pocket of her petticoat were found bank notes to the value of £4400 and a cheque on the Bank of France for £1080.

## FUTURE OF DOVER.

The great naval harbour of Dover, which was begun so far back as 1898, is now nearing completion, and whatever experts may say as to its utility—for they are still arguing as to the effect of the tide as it sweeps through the neck of the Channel past the entrance—certainly looks a fine base, and one capable of holding a whole fleet. The space of water enclosed is something like 700 acres, and this is now dotted over with buoys, so that it is possible that the New Year may see battleships moored there. The Southern Breakwater, which, naturally, was the last to be undertaken, is now cleared of all obstructions, and is now supporting some structures to be used in the erection of lighthouses. The light railway still joins this breakwater with the eastern arm of the harbour, and some time must naturally elapse before that entrance can be used. It is stated that five forts will be constructed at intervals round the arms, and that these will be armed with three 6-in. guns. A boom still remains to be built across the mouth of the harbour, and then the defences will be complete.

Much interest has been aroused by the statement that Dover, when a naval base, will have a port-admiral, and it appears that a berth is being prepared for the flagship alongside the Prince of Wales's Pier. It is not only from the naval point of view that Dover has been improved. The widening of the Admiralty Pier will give increased facilities to the Channel passenger traffic, and it is hoped that work will be begun shortly, so that employment may be given to the many men at present out of work. In connection with this and other improvements to the Admiralty Pier, it is suggested that Dover should now be made, so far as England is concerned, the "Clapham Junction" for Central Europe. At present Southampton and Cherbourg are the two ports at which the Hamburg-American line calls, and the German liner, the Seltow, for the Continental passengers. This naturally means that the vessels pay port dues and pilotage dues at each place, and that time is lost in crossing from Southampton to Cherbourg. On the other hand, if the vessel simply called at Dover and took on board all passengers and mails, she could then steam direct down Channel. Taking the English side first, the journey from London to Dover occupies a little under two hours, and the journey from London to Southampton occupies a full two hours, and then there is another journey, varying from one to three hours, on the tender, before the vessel is reached in the Lower Road.

From Paris the train journey to Cherbourg occupies eight hours, while to Dover it is only five, including the changing from train to boat at Calais. One can get from Brussels to Dover in five hours, whereas, if a traveller intended to join the vessel at Cherbourg, he would travel to Paris first (five hours) and then to Cherbourg (eight hours), making a total of 13 hours, in addition to the annoyance of getting across Paris. Whether the suggestion which has been made will be carried out, it is impossible to state, but the people of Dover are sanguine enough to hope that, when all the changes have been made in the various piers, the point will be brought forward.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Cream, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

## THE LATE CHINESE EMPEROR.

## FRENCH DOCTOR'S STORY.

An extraordinary document, surreptitiously handed to a French doctor by the late Emperor of China, has been published by the *Matin* which relates an extremely interesting story in connection with this very weird confession. It is as our contemporary points out, perhaps the strangest document ever indicated by a sovereign. M. Pichon, Minister of Foreign Affairs of the year 1898 representing his country at the Peking, and moved by sinister reports of the state of the Emperor's health, he sought and obtained permission for him. The authorisation having been granted by the Dowager Empress, Dr. Bédard went to the palace, in company with M. Visé, who was to act as interpreter.

## A FRAIL POTENTATE.

Kwang-shi, who was then 28 years of age, looked more like a lad of fourteen than a grown-up man. Very frail and delicate, with dark eyes in his deadly pallid features, such expressions as he had appeared sad and wild. Dr. Bédard, after the usual preliminaries, asked for and obtained the leave of the Dowager Empress to sound the Emperor's pulse. Through the intermediary of the interpreter various questions were put to the Imperial patient, and suddenly, as the two visitors happened to be standing between him and his aunt, he snatched a paper from his velvet boot and slipped it into Dr. Bédard's hand without being perceived by the Dowager Empress. This document, as our contemporary says, is one of the most minute descriptions of his own case ever given by a neurasthenic sovereign. It is the Emperor's explanation of his state of mind, and is a confession of his weakness, and of his inability to bear the weight of the throne. He describes his state of mind as one of "a kind of total collapse." Our contemporary, indeed, gives an extract from this weird document which conveys a more precise idea of it than any description could do. After having mentioned the symptoms noted above, the unhappy Emperor writes:—

Moreover, since the spring of this year, the finger of my left and right hand have seemed to be swollen internally, and to be inert as wood. My limbs and legs are painful, as if they were empty. Whenever I speak, cough, or sneeze, the whole of my body seems to me to shrink: I breathe quickly, as if I was panting, and find relief in sighing. Besides this, I cannot endure cold, or heat, or fatigue. If I remain standing for any length of time my joints and legs grow even more painful, my chest is oppressed, my breathing becomes rapid, and I do not know how to get rid of my distress. If, on the other hand, I remain seated for a long time my eyes feel as if they were swelling, and my four limbs are painfully deadened, my chest is oppressed, and I can scarcely breathe. At night, while I am asleep, my legs and knees become cold. When I have awakened, the whole of my body is inert, and it is difficult for me to move or to turn round.

## USELESS REMEDIES.

But there is no remedy that I cannot be restored to health. If I take medicine to warm me up, pimples come on my head and face, my little blisters form on my throat and gums, and I suffer from toothache. Although I eat and drink a good deal during the day, I do not easily digest my food. On the other hand, I feel during the day too lazy to move and to do anything, and have a great longing to lie down, although when I remain for some time in that position my chest seems to swell, and to be weighted down with oppression. I am also extremely afraid of wind. If I have been caught a little by a fresh breeze I feel a pain above my right temple. Yet, in autumn and winter, when I am a little more clad, or at night, when I have rather thicker coverlets on me, pimples easily break out on my face, while small blisters appear on the throat and tongue. It is the same thing if there are substances in my ordinary beverage which produce a sensation of heat.

The case was well-nigh desperate. "It is, in truth," this distressing document concluded, "difficult to find any means of treating this malady, and of maintaining health."

## A HUGE DOCK.

## PROPOSAL TO ENCLOSE A THOUSAND ACRES OF WATER AT ELYMOUTH.

An announcement was made last month of a new dock scheme for Plymouth.

The promoters propose to seek power for constructing large harbour works at Wembury, Bay near Plymouth.

The scheme is cleverly conceived; it provides for the construction of a new harbour which, really within the limits of the port of Plymouth, would be a great advantage to the town.

Enclosed would be an area of over a thousand acres of water, making the greatest dock in the United Kingdom.

There would be miles of quay space with an adequate depth of water at all stages of the tide, while two large graving docks would afford accommodation for the largest liners afloat.

Railway facilities are to be provided by the extension of the railway from Plymouth, both the Great Western and South-Western systems being communicated with there.

## GINSENG CULTIVATION.

There is very excellent ginger in various parts of India and Burma. In the Khasi and Garo hills the root is indigenous, and the people do a considerable trade in it. Now the ginseng of Chinese fame is also ginger, though it is in truth very different from the ordinary ginger. The best ginseng comes from Manchuria, and sells for its weight in gold, whilst the second-class semi-wild variety grows in Korea can always be depended on to fetch its silver-weight on the Chinese market. The Celestians regard the root as of the greatest value as a medicine, so much so that it was at one time a State monopoly, and an article of presentation to recipients of the Imperial favour. There is ample evidence from approved western sources, one being Dr. Porter Smith, the other Mr. E. H. Parker, former Adviser on Chinese Affairs, that ginseng really is a tonic possessing very high restorative qualities, though it has to be used with caution for several reasons. Dr. Smith quotes cases when it seemed to him the use of ginseng certainly did prolong and add to life. Mr. Parker who used the drug for scintillation once in Korea says it made him feel hilarious and full of nervous force—though it did not cure his scintillation. An American consular officer told Mr. Parker that he had once used it but had got frightened off, as it "made him perspire blood." Now since ginger grows so well in India, and also since ginseng has been cultivated with great success and advantage in San Francisco, and as its cultivation is attended with no very great difficulties, it ought to be possible to introduce the culture of ginseng into this country. It would be a very useful "side-show crop," even if it did not fetch its weight in gold.—*Calcutta Englishman*.

## THE ART OF TEA-BUYING.

## MODERN METHODS IN CHINA.

The grocery trade in Canada are instructed through the medium of the *Canadian Grocer* of October 16th, which, by the way, is a fine "coming of age" number, in the art of tea-buying in lands of growth. Mr. J. M. Lob, of Toronto, writes an article describing modern methods in China with a brief reference to Ceylon and India. Referring to China, tea, he says: "A buyer in Hankow faithfully testing the musters (samples) as they come in finds great interest in marking his selections for purchase. A buyer who shirks the standing and incessant tasting and trusts to luck can make horrible mistakes. There is little to guide one. Lists of competitors' purchases of the previous day, more or less accurate, are 'found out' by one's Chinese staff and are somewhat of a guide, but were a chance to depend on these he would usually find that the best choice were bought the day before. These are put on the market in Hankow through Chinese merchants or firms who either buy outright from the farmers or sell for the latter account. The Europeans receive small samples of all teas as they arrive at the different Chinese hong and negotiate for purchase through

CHINESE BROKERS representing the several hong. The Chinese staff of a European tea long in China consists of the comprador, head of all the staff, and the one who takes charge of all the money, pays coolies, the expenses at the godown (warehouse), etc. It is through the comprador also that the tea is negotiated with brokers on the hong who represent the selections of samples as made are offered to the Chinese broker, who reports to his hong, and if the price is acceptable or approximate, a half-chest of the tea is sent in, inspected, and price agreed upon, the broker signing a contract in the buyers' book kept for the purpose and fixing the purchase with his hong or by contract with the tea man for whom his principals are selling. It sometimes happens that in order to get the tea man to accept the price

THE CHINESE HONG "SQUEEZE MAN" will resort to methods of persuasion, such as locking the unfortunate man in a room in this kind of situation. Occasionally one hears of such a stubborn subject that broken chairs and tables are reported, but never heads, and Chinese tables and chairs are fimsy articles at any rate.

"Tea coming from the country up the river are called Hankow teas, and are, as a rule, 'hard cargo,' that is, actually on the spot before offered. Of these, several half-chests may be sent to different buyers for inspection, while negotiations for purchase are going on, and it is the first best offer that usually takes the tea. Of Kiangnan teas, which have to come up the river to Hankow, one or two are sent ahead of the cargo, and, in purchasing, the price is usually fixed before the half-chest, called 'muster-chest,' is sent for inspection. There is never more than one muster chest of these teas available, and a buyer having this in his possession is sure of getting the lot it represents at the price originally offered, or, if possible, a little under. Once this muster is opened the buyer is morally bound to complete the contract, unless some distinct difference is found between this and the original small sample.

Each purchase as completed is entered in a contract book and not taken into the godown until convenient or wanted for shipment. When wanted, the teas are ordered to be sent in, weighed gross (five half-chests of each), and tared (three of each), samples drawn from five half-chests are compared with the original muster chest, and if satisfactory, paid for on average weight of these weighed and tared. The teas are ready packed, loaded, and prepared, but are labelled, mustered and rattled down. Should a difference be found in the samples drawn from the delivery and samples from the muster chest, the broker is called in, the difference brought to his notice as forcibly as possible that he may impress the tea man and secure the best out (reduction) he can in original price. This is often

A TRYING PART OF THE BUSINESS for, if one buys fine tea and the delivery does not come up to expectations, it is impossible to buy other lots, as the market usually cleared quickly of choice teas. It is fortunate, however, that as a rule, the Chinaman is honest and seldom does a glaring difference in delivery and sample occur, rarely if ever, in the 'crack' (best-known) chops. Inspection is thorough and careful, for cases have occurred proving the saying 'for ways that are dark and tricks that are deep, the heathen Chinese is peculiar.' Fortunately for the tea buyers, few of this class have entered into his sphere, however. In selecting 'teas' when first arrived fresh fire change in character as fire goes off and must be watched so as not to get burnt teas or teas under fire. The latter are the most dangerous, as they cannot keep sweet for long. It is worthy of remark that in China lots of as many as one thousand two hundred half-chests (chops), sold on one sample, will run evenly and up to 'muster.' All these teas are bulked by hand.

The season in Hankow lasts from six weeks to three months, in which time buying is finished and most shipments completed and buyers betake themselves to other fields. Shanghai for green tea season or home for a while. The latter are the most dangerous, as they cannot keep sweet for long. It is worthy of remark that in China lots of as many as one thousand two hundred half-chests (chops), sold on one sample, will run evenly and up to 'muster.' All these teas are bulked by hand.

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TEA BUYING IN CEYLON Mr. Lob says: "The tea trade office hours are not so strenuous as in China, but as tea never grows in Ceylon (the only country in the world producing tea all year round) the work never ceases, and when at Christmas and Easter one or two auctions are cut out, the holiday only leads to an increase in the number of samples in the auction following. In Ceylon and India purchases are made through English brokers, each firm of brokers having their own consignments from different estates, and personally conduct the selling of teas printed in their particular catalogue for each week's auction. Although the auctions are interesting to a keen buyer, there is not the same opportunity to beat the market as in China. One might even buy on the information he gets from others' bids in the auction room, without tasting the teas at all. This would be possible in Ceylon or India, but is impracticable in the open markets of China. 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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.O. 5th Ed-Lieber's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

## CHRISTMAS HOLIDAYS.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on FRIDAY and SATURDAY, the 25th and 26th December respectively.

By Order,  
A. R. LOWE,  
Secretary.

Hongkong, 23rd December, 1908. [1688]

IN THE SUPREME COURT OF HONGKONG.

In the Matter of the Estate of GEORGE P. CALDWELL, late of Salina Cruz, Mexico, Doctor, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probate Ordinance, 1897, made an Order limiting to the 23rd day of January, 1909, for sending in Claims against the above estate.

All Creditors are hereby required to send their Claims to the undersigned before the said date.

Dated the 21st day of December, 1908.

ARATHOON SETH,  
Official Administrator.

1689]

S.S. "TONKIN,"  
COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Charente" and "Matapan" from Havre ex s.s. "Charente" and "Matapan," from Bordeaux ex s.s. "Cambray" and "Ville d'Arras" in connection with above Steamer are hereby informed that their goods with exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after TUESDAY the 29th Dec., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th Dec., or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 29th Dec., at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,  
Agent.

Hongkong, 22nd December, 1908. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"E. FRANZ FERDINAND"

having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 29th Dec., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 29th Dec., 1908, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 22nd December, 1908. [3]

## CHRISTMAS HOLIDAYS.

IN Accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on FRIDAY and SATURDAY, the 25th and 26th inst.

Hongkong, 22nd December, 1908. [1682]

## NOTICE.

KOWLOON-CANTON RAILWAY.

DELAY AND INCONVENIENCE in the Progress of the Railway and Danger to the Public has resulted from the large number of Visitors especially to the BEACON HILL TUNNEL.

The Public are therefore informed that Permits must be obtained from the undersigned to visit the Tunnel. These will be issued on application whenever possible and arrangements made for the safety and convenience of Visitors.

GRAVES W. EVES,  
Chief Resident Engineer.

Kowloon, 19th December, 1908. [1679]

## WANTED.

CHINESE CLERK for SHORTHAND and TYPEWRITING.

Apply—  
P. O. N.  
Care of "Daily Press" Office.

Hongkong, 22nd December, 1908. [1684]

## FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—  
B. R.  
Care of "Daily Press" Office.

Hongkong, 13th November, 1906. [1371]

## ENTERTAINMENT

THEATRE ROYAL.  
CITY HALL.

MAURICE E. BANDMANN PRESENTS

THE BANDMANN COMEDY CO.

Including: Miss FLORENCE HAMER.

TO-NIGHT (WEDNESDAY), Dec. 23rd.

"DIANA OF DOBSON'S."

TO-MORROW (THURSDAY), Dec. 24th.

THE GAY LORD QUEX.

Plan of Seats Now Ready at MOUTRIE & Co.

PRICES ... .. \$3, 2 & 1.

Doors Open 8.30 P.M. Commence 9 P.M.

Late Trains will leave for the Peak 15 minutes after the performance.

Hongkong, 10th December, 1908. [1676]

## CHRISTMAS IS COMING.

HOOSAIN-ALI & Co.,  
WILL MAKE THE  
LADIES OF HONGKONG  
A GENEROUS OFFER  
FOR ONE MONTH ONLY.

20 PER CENT. DISCOUNT.  
On previous CHEAP SALE PRICES.

A Large and Varied Assortment of Everything Requisite for Ladies' Wear.

CALL EARLY.

HOOSAIN-ALI & Co.,  
No. 14, Queen's Road Central.

Hongkong, 18th December, 1908. [651]

FOR SALE A Quantity of NETTING  
FOR TENNIS COURTS, etc., at less  
than half cost.

TABLE BILLIARD SETS, SLATE BEDS, from  
\$40.00. May be seen by appointment.

CHINA EXPRESS CO.,  
3, DUNDRELL STREET.

Hongkong, 28th November, 1908. [1050]

## SINGON &amp; CO.

IRON, STEEL, METAL and HARD-  
WARE MERCHANTS. Wholesale  
and Retail Ironmongers, Pig Iron and  
Foundry Coke Importers. General Store-  
keepers and Shiphandlers. Nos. 35 & 37, HING  
LOONG STREET, (2nd Street, west of Central  
Market) Telephone No. 515. [660]

DAVID CORSAIR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELLANCE CROWN  
TAPPAULING  
ARNHOLD, KARBERG & CO.  
Sole Agents.

1674]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.  
have now 40,000 Cubic Feet of Cold  
Storage available at EAST POINT. Stores will  
be Open at 10 A.M. and 4 P.M. daily, Sunday  
excepted, to receive and deliver perishable goods.  
G. K. HAXTON, Manager.

Hongkong 1st April, 1908. [43]

SANG MOW.  
RATTAN AND GRASS  
FURNITURE MAKER.

CHAIRS, TABLES, SETTEES &  
LONG CHAIRS.  
BAMBOO BLINDS, MATTINGS  
in all colours on Sale.

All Orders receive Prompt attention.  
59A, QUEEN'S ROAD CENTRAL,  
HONGKONG.

Hongkong, 20th February, 1908. [401]

MITSU BISHI GOSHI KAISHA.  
(MITSU BISHI CO.)  
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA,  
OCHI, HOJO, NAMAZUTA, SAYO,  
SHINNEW, and KAMIYAMADA,  
Collieries.

SOLE AGENTS FOR  
KISHIDAKE, MIYAO, and KIGYO  
KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI,  
TOKYO.

BRANCH OFFICES—NAGASAKI,  
MOJI, KARATSU, WAKAMATSU,  
KOBE, OSAKA, SHANGHAI,  
HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"  
Codes, AI, ABC 5th Ed., Western Union.

AGENCIES—  
YOKOHAMA: M. ASADA, Esq.  
CHINKANG: Messrs. GRABING & Co.  
MANILA: Messrs. MACDONALD & Co.  
For Particulars apply to—  
H. OISHI,  
Manager.

No. 2, Pedder, Street, Hongkong.  
Hongkong, 7th August, 1908. [716]

## AUCTION

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of  
the letting by Public Auction Sale, to be  
held on MONDAY, the 28th day of December,  
1908, at 3 P.M., at the Office of the Public  
Works Department, by Order of His  
EXCELLENCY THE GOVERNOR of One Lot of  
CROWN LAND at Fo Pang, Kowloon, in the  
Colony of Hongkong, for a term of 75 years,  
with the option of renewal at a CROWN  
RENT to be fixed by the Surveyor of His  
MAJESTY the KING, for one further term of  
75 years. [1685]

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements (a.)	Contents	Annual Rent	Upset Price
1	At Fo Pang, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY the KING, for one further term of 75 years.	180' x 150' x 100' x 100'	22,000 sq. ft.	220	6,500

GRACA & CO.  
(Established 1896.)

No. 27, Des Vaux Road, opposite the P. & O's Office.

Dealers in Extra Asiatic and Foreign Postage  
Stamps, and all other Philatelic Goods.  
View and Artistic Postcards.

Novels, Cigars.

XMAS and NEW YEAR CARDS  
in Packets of 15 for 40 cents. Also Selected  
Varieties at Cheapest Rate.

Inspection invited. [1373]

XMAS GIFTS

CAMERAS

OF LATEST AND UP-TO-DATE STYLE.

Inspection cordially invited.

A TACK & CO.

26, Des Vaux Road, CENTRAL.

Hongkong, 27th November, 1908. [81]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS  
STORE.

Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1448]

NEW CARTRIDGES.

BY popular English Manufacturers. In  
all Boxes and Sizes.

SMOKELESS POWDERS and CHILLED  
SHOTS. From No. 10 to 5588. At 55.37 and  
75.50 per 100. SPORTING REQUISITES  
and ALL GUNS in Variety.

Inspection invited. W. M. SCHMIDT & Co.  
Hongkong, 26th October, 1906. [1445]

AUTOMATIC BROWNING  
POCKET PISTOLS.

CALIBRE 7.65 m.m.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
SIEMSEN & Co.

Hongkong, 6th March, 1907. [42]

AUTOMATIC MAUSER  
PISTOLS.

CALIBRE 7.65 m.m.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
CARLOWITZ & Co. Agents.

Hongkong, 13th March, 1907. [535]

TO LET

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 1st December, 1908. [823]

TO LET.

GODOWN in Warehouse 100 by 50, 85 per  
month; also open air space adjoining 125  
by 100.

Apply to—  
Box 1012  
Care of "Daily Press" Office.

Hongkong, 11th December, 1908. [1655]

TO LET.

OFFICES and ROOMS on the 1st and  
2nd Floors of No. 14, Des Vaux Road  
Central (formerly occupied by Messrs.  
SHEWAN TOMES & Co.).

Apply to—  
THE COMPADORE DEPARTMENT,  
E. D. GASSON & Co.,  
Queen's Road Central.

Hongkong, 10th June, 1908. [947]

TO LET.

ROOMS in HOTEL MANSTONS, suitable for  
Offices or Chambers.

Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.

Hongkong, 11th November, 1908. [1550]

TO LET.

FURNISHED. The BLUFF, No. 107,  
the Peak. 5-Roomed Bungalow with  
Tennis Court. March to July, \$200 a month  
inclusive.

Apply to—  
I. GIBBS,  
Beaconsfield Arcade.

Hongkong, 14th November, 1908. [1657]

## TO LE

TO LET.

"CRAGSIDE" BARKER ROAD PEAK,  
Furnished, from 17th March next.  
Tennis Court.

Apply—  
A. H. SKELTON,  
Lane, Crawford & Co.

Hongkong, 23rd November, 1908. [1597]

## STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, A Portion of MARINE LOT  
No. 235 at NORTH POINT, Suitable  
for above Purpose. EXTENSIVE WATER  
FRONT. DEEP WATER.

Also FOR SALE.  
Portions of MARINE LOTS Nos. 31 & 36  
on PRAYA EAST. Approximate AREA  
43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply to—  
GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1906. [84]

## TO LET.

"FUNG-SHUI," 121, PLANTATION  
ROAD THE PEAK. This House  
which is admirably situated and within easy  
distance of the tram, is fully furnished, and  
contains Drawing and Dining Rooms, Three  
Large and Small Bedrooms, Dressing and  
Bath Rooms, Pantry, Kitchen and Laundry,  
Servants' Quarters, Poultry House, Large  
Vegetable Garden (planted with English seeds)  
Flower Garden and Lawn.

For further particulars apply to—  
JOHNSON, STOKES & MASTER,  
Solicitors.

8, Des Vaux Road Central.  
Hongkong, 6th November, 1908. [1536]

## TO LET.

NO. 14, REYMOUTH TERRACE. Posses-  
sion from 1st January, 1909.

Apply to—  
THE COMPADORE DEPARTMENT,  
Messrs. GIBBS, LIVINGSTON & Co.,  
St. George's Building.

Hongkong, 2nd December, 1908. [1634]

## TO LET.

OFFICES in ALEXANDRA BUILDING.

Apply—  
SECRETARY,  
A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907. [91]

## TO LET.

COAL YARD. Immediate Possession.

A PORTION OF THE COMPOUND of  
Marine Lot, No. 42, Wanchai, Praya East.

Apply to—  
N. MODY & CO.,

Hongkong, 23rd July, 1908. [1342]

## TO LET.

GODOWN, No. 97, PRAYA EAST.

Apply to—  
CHATER & MODY,  
Victoria Buildings.

Hongkong, 19th October, 1908. [1452]

## TO LET.

HOUSE in Wong Nei Chong Road.

A HOUSE in RIPPON TERRACE,  
No. 10, DES VAUX ROAD CENTRAL,  
1st floor.

"HEATHERLEIGH," Conduit Road.  
OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE  
BUILDINGS and No. 16B, Des Vaux Road  
next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 1st December, 1908. [86]

## TO LET.

FROM 1st MAY.

KOWLOON MARINE LOT 48, Yau-mat,  
Area 85,200 square feet and with 255  
feet Sea Frontage. Especially suited for Storage  
of Coal, Timber, &c.

Apply to—  
HUMPHREYS ESTATE AND  
FINANCE CO., LTD.

Hongkong, 18th January, 1908. [221]

## TO LET.

NO. 52, CAINE ROAD.

Apply to—  
SAM WANG CO., LTD.,  
81, Queen's Road Central.

Hongkong, 30th September, 1908. [90]

## TO LET.

ONE OFFICE ROOM, Third Floor, New  
Praya 2, Opposite Murray Pier.

Apply to—  
SCHULDT & CO.

Hongkong, 23rd July, 1908. [1012]

## TO LET.

2. BEACONSFIELD ARCADE, facing  
the Parade Ground.

A 6-ROOMED HOUSE Furnished or  
Unfurnished at the Peak.

No. 55, EIGHT TERRACE.

BEACONSFIELD ARCADE, Fine Offices  
and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL,  
First & Top Floors, (over Calibook MacGregor).

OFFICES in Queen's Road Central.  
BELLIOS TERRACE HOUSES,  
ROBINSON ROAD.

A GODOWN in Duddell Street.

Apply to—  
Linstead & Davis,



**BREWER & CO., LIMITED.**

PEDDER STREET.

BOOKSELLERS, STATIONERS, FANCY GOODS, DEALERS, ETC.

**CHRISTMAS PRESENTS.**

LEATHER BOUND VOLUMES.

WORKS OF RUSKIN.

BYRON.

BROWNING.

SHAKESPEARE.

BURNS.

TENNYSON.

LONGFELLOW.

WORDSWORTH, Etc.

VANITY BAGS.

BRIDGE SETS.

CIGAR CASES.

WHIST SETS.

CHESS SETS.

EUCHRE SETS.

DRAUGHT SETS.

CIGARETTE CASES.

BRIAR PIPES.

TOBACCO POUCHES.

TOURIST CASES.

ATTACHE CASES.

LADIES' HAND

POCKET KNIVES.

BAGS.

TOBACCO

INK STANDS.

POUCHES.

JEWEL BOXES.

LADIES' PURSES.

CHILDREN'S ANNUALS, PICTURE BOOKS.

[1686]

**INSURANCES**THE GLOBUS INSURANCE COMPANY  
OF HAMBURG.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

CARLOWITZ & Co.  
Hongkong, 13th August 1906.

NORTH BRITISH AND MERCANTILE  
FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907  
£18,114,624.

I. Authorized Capital..... £5,000,000  
Subscribed Capital..... 2,750,000  
Paid-up Capital..... 687,500 0 0  
II. Fire Funds..... 3,065,374 15 7

The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 21st July, 1908. 1019

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

WM. MEYERINK & CO.,  
Agents.  
Hongkong, 5th September, 1908. 114

NATIONAL GENERAL INSURANCE  
COMPANY, LTD., OF LONDON.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

REUTER, BROCKELMANN & CO.  
Hongkong, 14th November, 1908. 1565

**NOTICES TO CONSIGNEES**THE OCEAN  
STEAMSHIP CO.  
LIMITED,THE CHINA  
MUTUAL STEAM  
NAV. CO. LTD.**NOTICE TO CONSIGNEES.**

CONSIGNEES of Cargo on THE OCEAN  
STEAMSHIP and THE CHINA  
MUTUAL STEAM NAVIGATION Co.'s  
Steamers are hereby notified that on and  
after 1st JANUARY, 1909, all Cargo on these  
Steamers will be landed into HOLT'S  
WHARF, KOWLOON, which will be open  
from that date to Receive and Store Cargo.

For Storage Rates and other particulars,  
Apply to

BUTTERFIELD & SWIRE,  
AGENTS.THE OCEAN STEAMSHIP CO.,  
LIMITED.THE CHINA MUTUAL STEAM  
NAVIGATION Co., LTD.

HOLT'S WHARF.

Hongkong, 15th December, 1908. [1664]

**"THE TABLOID TROUSSEAU."**

BY LADY HILBINA HOOD.

Wednesday.—At last I have patented my in-  
vention. It will undoubtedly bring me in  
millions, besides being the greatest benefit to the  
whole civilised world. After years of patient  
investigation, spent chiefly in my laboratory, I  
can now calmly rest in my arm-chair, conscious  
of the fact that I am the greatest benefactor of  
the human race, the inventor of "Tabloid clothes."

My process can be applied to all wearing  
apparel; suits of clothes, pocket-handkerchiefs,  
fur-coats, boots, Paris hats, and dresses; yes, I  
will undertake, with a few grains of my  
"Clothes Compressor," and a little hot  
water, to reduce the most exquisite and  
complicated Parisian "creation" to the size  
of a tabloid. All that is necessary when you  
wish to restore it to its original size and  
freshness is to soak the tabloid in cold water,  
which makes it expand. Then dry the garment  
before a fire (and, owing to the nature of the  
chemicals used, the drying process takes but two  
minutes). There is your dress, your top-hat, your  
wading-boots, or whatever your tabloid may con-  
tain, as fresh as when it first left the shop. The  
tabloids vary from the size of a homeopathic  
pill (handkerchiefs, silk stockings, and such-like  
reduce to this) to that of a peppermint—I cannot  
at present reduce a fur-coat farther.

Think of it. You may go for a voyage  
round the world, and all the luggage you need  
will go inside two ordinary Bryant and May's  
match-boxes; one to contain the tabloid clothes,  
the other a sufficient quantity of my  
"Clothes Compressor" to reduce a thousand  
garments to the tabloid form. No need  
of expensive dress-baskets and portmanteaus;  
no paying for over-weight of luggage; no  
tipping of porters. "And what a deliverance  
from all the worry, from all the little anxieties  
about luggage, that just take the freshness off  
one's pleasure in travelling. You cannot lose  
your luggage when you carry it in your  
pocket-pocket! You are also saved the  
bother of packing and unpacking. Travelling  
should now be one delicious whirl of enjoyment,  
or a calm of cloudless content, according to  
temperament.

As I contemplate the colossal benefit which I  
am conferring on the human race, as I consider  
the heavy load of anxiety and worry I am  
lifting from the shoulders of millions of my  
fellow-creatures, my eyes fill with tears, my  
heart leaps for joy!

But the crown of my happiness is the fact that  
my adored Susie and I will be the first to enjoy  
these unspeakable advantages on our honeymoon  
tour, which begins to-morrow. What a glorious  
surprise for Susie! She does not know about  
my invention. She only knows that I am deeply  
interested in chemistry, and that I have been  
engaged during the last four years in perfecting  
an invention, though what the invention is she  
has no idea. Still less does she conceive that the  
whole of her trousseau has been reduced by me  
into tabloids. I managed this by bribing her  
maid, Louise, who, I must say, is a most mer-  
cenary young woman. Would you believe it?  
I had to give her no less than £500 to ensure her  
complicity and silence! She declared that her  
mistress would never forgive her on finding out  
the truth, so she must provide for her future.  
But how gladly have I paid this in order to  
provide my adored Susie with such a unique  
surprise! And then, what is £500 to one who  
will soon be making millions.

Well, I must not dwell too long on the  
glorious future that awaits me, or I shall be  
unable to control my excitement at the cere-  
mony to-morrow.

Thursday.—We are staying at the Lord  
Warden for the night. My most sanguine ex-  
pectations have been surpassed. Susie is simply  
enchanted with the Tabloid Trousseau!

I can remember nothing of the wedding.  
When the moment came for putting on the  
ring I found myself trying to force the match-  
box containing Susie's trousseau on to her  
finger; but no one noticed this except Susie  
and the parson.

Susie and I came down here alone, as I  
had suggested that Louise should precede  
us with the luggage (I had told to take  
some empty boxes), so as to have every-  
thing prepared on our arrival. When  
Susie entered our rooms at the Lord Warden  
and found her maid, but no luggage—nothing  
but a bath of cold water—she looked at me  
and said, "Now, darling, you promised me to  
wear your 'Rose du Barri' tea-gown to-night;  
we must get it ready." Out came the match-  
box; from it I drew a tiny envelope marked "E.  
du B. tea-gown." I opened it over the bath, and  
half a dozen tabloids dropped into the water. I  
stirred the water, and almost cried for joy as I  
saw the tabloids growing into several white  
and rose-coloured garments. Louise picked  
them out, hung them before the fire, and in  
two minutes—two speechless minutes, during  
which Susie's face expressed the conviction  
that we were both out of our minds—we were  
gazing with admiration at a most exquisite  
Rose du Barri chiton, so fresh that Susie de-  
clared it had the appearance of having never  
been packed! Beside it lay a pair of rose-  
coloured stockings, two tiny rose coloured  
sleeves with paste buckles, and various filmy and  
lacy white undergarments which I need not  
specify.

When I explained to Susie my wondrous  
invention, and showed her the match-box  
containing her very gorgeous trousseau, each  
costume with its belt, stockings, hat, etc., in  
two minutes—two speechless minutes, during  
which Susie's face expressed the conviction  
that we were both out of our minds—we were  
gazing with admiration at a most exquisite  
Rose du Barri chiton, so fresh that Susie de-  
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clared it had the appearance of having never  
been packed! Beside it lay a pair of rose-  
coloured stockings, two tiny rose coloured  
sleeves with paste buckles, and various filmy and  
lacy white undergarments which I need not  
specify.

We had a cosy dinner in our sitting-room, and  
amused ourselves by developing her robe de  
chambre and my pyjamas in the finger-glasses. I  
am the happiest of men, and Susie declares she  
is the happiest of women. She calls me her  
"Magician."

Friday.—To-day has been a combination of  
success and disaster, of elation and dejection! I  
can scarcely trust myself to give an account of  
it. We crossed from Dover by the one o'clock  
boat. A late breakfast only just gave me time to  
put all the clothes we had developed yesterday  
into a bath of hot water with some "Clothes  
Compressor" powder, and in a few minutes  
everything was once more reduced to tabloids,  
which were placed in their proper envelopes,  
slipped into the match-boxes, and Susie and I  
walked on board the steamer with all our  
luggage in our pockets. Louise having nothing  
on our dressing-cases and wraps to look after,  
Susie and I walked up and down the deck,  
and as we put out of the harbour a sea struck  
the bow of the boat, and the water dashed  
over us; but fortunately Susie was to leeward  
of me, and did not get more than a drop  
or two, but my left side had a good drench-  
ing. Presently Susie remarked to me, "Why,  
Harold, what have you got in your pocket?"  
I suddenly found that my left pocket was  
full to bursting. What could it be? Then the  
awful truth flashed upon me; the box  
containing Susie's tabloid trousseau was in  
that pocket. It must have got thoroughly  
wet by the sea-water, and everything was  
developing! Almost before I had time to

realise this, the pocket burst, and out flowed an  
unceasing cataract of every kind of garment—  
day dresses, evening dresses, shoes, boots,  
petticoats. If only it had stopped there but,  
alas! every article of Susie's trousseau poured  
from my pocket, and magnified to its full size  
almost as soon as it touched the deck. Imagine  
our feelings! There we were, surrounded by  
an astonished crowd of fellow-passengers, who  
were gazing at Susie's trousseau developing  
before their eyes! Some of the tabloids had  
dropped out as we were walking along the  
deck when the pocket burst, and people came  
up to us holding chemises, petticoats, &c.,  
asking if they did not belong to Susie. I was  
flood with confusion. What a triumph for my  
"Clothes Compressor"! What an advertise-  
ment! With such an opening my invention  
must be a success.

But on looking at Susie I saw such an ex-  
pression of anger and shame overwhelm her face  
that I wished I had never invented the "Clothes  
Compressor." Silently she walked into a deck  
cabin (not ours) and left me. I told one of the  
sailors to bring me buckets of warm water, and  
on their arrival I plunged the clothes therein,  
sprinkled the "Clothes Compressor" powder  
into each bucket, and in a few minutes all my  
adored Susie's trousseau was once more reduced  
to tabloids, which were quickly popped into my  
cigarette-case.

You will believe that I was simply bombarded  
with questions by the onlookers. There was the  
usual crowd—a few smart people going to Paris,  
several rich business men, two or three re-  
presentatives of the leading London and Paris  
dressmakers and milliners—these latter being  
the most interested. "One of them persuaded me  
to lend him some of my 'Clothes Compressor.'"  
"Now, that he shall be enabled to take  
thousands of dresses in his pockets, there will be  
no duty to pay, no Customs examination, and no  
charge for over-weight of luggage!"

What a triumph! But, alas! it was more than  
spoiled by Susie's behaviour, which, I must confess,  
was natural under the circumstances. She did not  
speak to me till we reached our hotel at Paris.  
Then she told me that we must part. "I cannot  
live with a man whom I despise," she said;  
I understand now that you only married me  
in order to get a startling advertisement for  
your 'Clothes Compressor.' I now  
see why you insisted on our walking up and down  
the deck. You meant to get my tabloid trou-  
seau wet. You carefully put the box contain-  
ing it into your left-hand pocket, while your  
own box went into your right-hand pocket,  
where it would keep dry. You don't mind my  
feelings. You did not hesitate to expose all  
my things, all my—(and here she burst  
into sobs) "I shall return to mamma to-morrow.  
I will never live with a mercenary creature like  
you!"

A Year Later.—And she did go straight  
to her mother.

In short time my "Clothes Compressor"  
brought me in a vast fortune. I don't think it  
was that which persuaded Susie to return to me.  
I believe that she came to understand that it  
was all a mistake, and that I would rather have  
remained the impecunious Harold Anson, beloved  
by his Susie, than become the enormously  
wealthy Mr. Anson, the inventor of the famous  
"Clothes Compressor," but despised by his adored  
Susie as mercenary money-grubber.

Well, she forgave me; but she is the one  
woman in Europe who insists on keeping to the  
now old-fashioned method of travelling with her  
clothes packed in ponderous dress-baskets; and  
she will not even allow me to use my own  
"Clothes Compressor."—*Westminster Gazette.*

**DIRECTOIRE DANCES.**

EFFECT OF NEW FASHION.

The Paris Daily Mail says:—  
The prevailing fashion of wearing Direc-  
toire dresses that cling closely to the figure is  
bringing about important modifications in the  
art of dancing. Owing to the new fashion,  
which closely imprisons the knees, ladies are  
unable to waltz with their former ease or take  
part in the graceful figures of the Boston.

The result has been a remarkable decrease in  
the number of women who dance this season.  
This serious condition of things aroused the  
attention of the "Academy of Paris Dancing  
Masters," a corporation which takes itself most  
seriously. "If," wrote one of the members,  
dancing falls off as a consequence of the existing  
fashion, what is to become of society?" A  
"plenary assembly" of the academy was there-  
fore held to discuss this grave question.

The dancing masters stood in a circle, each  
professor speaking to the beat of a metronome.  
When all had spoken, Professor Lefort, one of  
the high priests of the art of torpedoes,  
gravely adjusted his pince-nez and spoke as  
follows.

"Brothers and fellow master-professors, we  
have it on the authority of the ancient master,  
Toussaint-Arbeut that the pavaue was introduced in  
consequence of a prevailing fashion of wearing  
wide mantles and ample, tucked dress. There-  
fore, according to the transitions of the art of  
dancing, the dances of the hour should always  
be arranged to suit the fashion of the hour in  
women's attire."

The master having spoken at considerable  
length on precedents, the dancing masters un-  
animously adopted M. Lefort's point of view,  
and passed the following resolution:—"Whereas  
in every age and in every country dances have  
always been improvised to suit the prevailing  
fashion in feminine attire; whereas it has re-  
cently and till now been the custom to dance  
with long, gliding steps, we, the assembled mas-  
ters of the art of dancing in Paris, hereby decree  
that this year and hereafter dances now in  
fashion shall be executed with very short steps,  
so as to suit the existing fashion of wearing  
Directoire dresses."

On this the members of the academy, conscious  
of having safeguarded the honour of French  
dancing, gravely separated.

**ON SALE.**THE FIFTY YEARS  
ANGLO-CHINESE CALENDAR  
日曆英中年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER  
1913, BEING FROM THE 1ST YEAR OF THE  
70TH CYCLE TO THE 50TH YEAR OF THE  
76TH CYCLE THAT IS THE 3RD YEAR OF  
TUNG CHI TO THE 30TH YEAR OF  
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popularity as a safeguard against infection, as a  
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cation ensured by the antiseptic properties of this  
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the requirements of even a sensitive skin.

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is most serviceable in warm climates as a preventive  
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for regular bath and toilet use by its purity, antiseptic  
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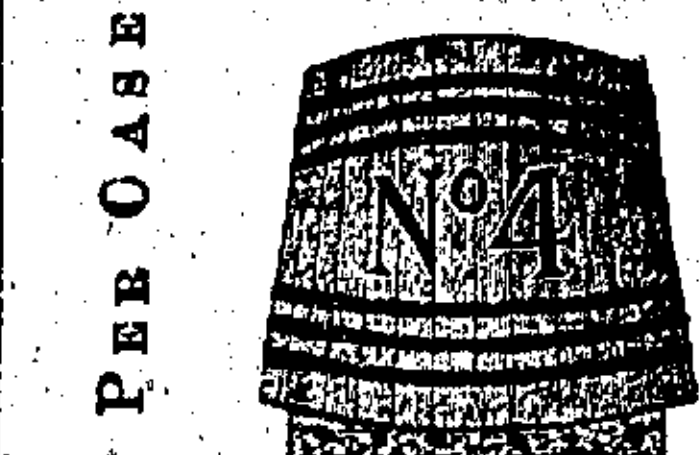
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## SHIPPING.

## ARRIVALS.

DAKOTAH, British str., 2593, Ross, 21st Dec.—  
San Francisco 23rd Nov., Korosee Oil—  
Standard Oil Co.  
E. F. FERNAND, Austrian str., 3,843, E.  
Nitsche, 22nd Dec.—Shanghai 19th Dec.,  
General—Sunder, Wieler & Co.  
HAINUN, British str., 636, Evans, 22nd Dec.—  
Swatow 21st Dec., General—Douglas,  
Lapraik & Co.  
HONGKONG, British str., 2,056, J. Home, 21st  
Dec.—Singapore 15th Dec., General—  
Order.  
KASHING, British str., 1,143, Pickard, 21st Dec.—  
Chinkiang 15th Dec., General—  
Butterfield & Swire.  
LOCHARY, German str., 1,020, W. Taubert,  
22nd Dec.—Bangkok 13th Dec., Rice and  
General—Butterfield & Swire.  
MANDARIN MARU, Jap. str., 3,246, Shimidzu,  
22nd Dec.—Kuchino 16th Dec., Coal—  
Mitsui Bussan Kaisha.  
MERLIN, British surveying ship, 1,600, F. H.  
Walker, 21st Dec.—Labuan 10th and  
Manila 17th Dec.  
NIKKO MARU, Japanese str., 3,434, R. Swain,  
22nd Dec.—Yokohama 12th Dec., General  
Nippon Yusen Kaisha.  
NORU, British str., 1,145, Prynn, 22nd Dec.—  
Anping 20th Dec., Ballast—Geo. McElin  
& Co.  
RUBI, British str., 1,619, R. W. Almond, 21st  
Dec.—Manila 19th Dec., General—Shewan,  
Thomson & Co.  
SHAGSHING, British str., 1,307, McIntosh, 22nd  
Dec.—Shanghai 19th Dec., General—  
Butterfield & Swire.  
TONGKIN, French str., 5,394, Charbonnel, 22nd  
Dec.—Manila 19th Dec., General—  
Messageries Maritimes.  
YUNNAN, British str., 1,206, W. O. Jones, 21st  
Dec.—Chinkiang and Shanghai 18th Dec.,  
General—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

Kiunking, British str., for Amoy.  
Lenses, British str., for New York.  
Nikko Maru, Jap. str., for Manila.  
Renda, British str., for Yokohama.  
Wakasa Maru, Jap. str., for Singapore.

## DEPARTURES.

CHENAN, British str., for Shanghai.  
CHINKING, British str., for Canton.  
DUMBEA, French str., for Europe.  
FUKUWA MARU, Jap. str., for Amoy.  
HAICHING, British str., for Swatow.  
HILARY, German str., for Hongkong.  
HONGKONG MARU, Jap. str., for Yokohama.  
J. DUNDERGHESE, German str., for Hoihow.  
KASHING, British str., for Canton.  
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KWANGLOO, Chinese str., for Canton.  
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SIGNAL, British str., for Haiphong.  
TAMING, British str., for Manila.  
TOSA MARU, Jap. str., for Moji.  
YOKOHAMA MARU, Jap. str., for Kobe.  
YUNNAN, British str., for Australia.

## SHIPPING REPORTS.

The British str. Rubi reports: Fresh mon-  
soon and rough sea.  
The British str. Hongkee reports: Weather  
fine and clear, moderate breeze and sea up to  
the parcels, then strong wind and rough sea  
up to Cap Rock.

## VESSELS IN DOCK.

ABERDEEN DOCK.—  
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"E. FRANZ FERDINAND,"  
Captain Nitsche, will be despatched as above  
on SATURDAY, 26th Dec., at Daylight.  
This steamer has capital accommodation for  
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For information as to Passage and Freight,  
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On 19th Jan., 09  
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DODWELL & Co., Ltd.,  
Agents,  
Hongkong, 19th December, 1908. [129]

For SHANGHAI, YOKOHAMA, KOBE  
AND MOJI.

## THE Steamship

"ABRATON APCAR,"  
Captain A. Stewart, will be despatched for the  
above Ports on MONDAY, the 28th inst.,  
at Noon.  
This steamer has superior accommodation for  
passengers, is installed throughout with Electric  
Light and carries a duly certified doctor.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents,  
Hongkong, 18th December, 1908. [1677]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SICILIA	Brit. str.	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	On 30th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	DELTA	Brit. str.	—	E. W. H. Snow	P. & O. S. N. Co.	On 28th inst., at Noon.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	GLENNHORN	Brit. str.	—	Haughton	McGREGOR BROS. & GOW	On 6th Jan.
HANKE & HAMBURG VIA STRAITS, &c.	DEV OF OIL	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERICA LINE	On 5th Jan.
HARVE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	Luning	HAMBURG-AMERICA LINE	On 27th inst.
HARVE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Portus	HAMBURG-AMERICA LINE	On 11th Jan.
HARVE & HAMBURG VIA STRAITS, &c.	BARCELONA	Ger. str.	k.w.	Vogel	HAMBURG-AMERICA LINE	On 25th Jan.
HARVE & HAMBURG VIA STRAITS, &c.	C. FRED. LAMBE	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 28th Jan.
HARVE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 22nd Feb.
MARSHILLES, HAYRE & COPENHAGEN	ANDALUSIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 27th Feb.
MARSHILLES, HAYRE & COPENHAGEN	SLAM	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 19th Jan.
MARSHILLES, HAYRE & COPENHAGEN	WESTER SIMONS	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 5th Jan., at 1 P.M.
MARSHILLES, HAYRE & COPENHAGEN	MAEDONIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 20th March.
MARSHILLES, HAYRE & COPENHAGEN	HIRANO MARU	Jap. str.	k.w.	—	HAMBURG-AMERICA LINE	On 30th inst., at D'light
MARSHILLES, HAYRE & COPENHAGEN	SADO MARU	Jap. str.	k.w.	—	HAMBURG-AMERICA LINE	On 6th Jan., at D'light
MARSHILLES, HAYRE & COPENHAGEN	BINGO MARU	Jap. str.	k.w.	—	HAMBURG-AMERICA LINE	On 20th Jan., at D'light
MARSHILLES, HAYRE & COPENHAGEN	BUELOW	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 30th inst., at Noon.
MARSHILLES, HAYRE & COPENHAGEN	PRINCESS ALICE	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 10th March.
MARSHILLES, HAYRE & COPENHAGEN	E. F. FERDINAND	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 28th inst., at D'light
MARSHILLES, HAYRE & COPENHAGEN	SIKH	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 28th inst.
MARSHILLES, HAYRE & COPENHAGEN	INDRAWADI	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 6th Jan.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 19th Jan.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 16th Jan., at 7 A.M.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 2nd March, at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 5th Jan., at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 14th Jan.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 19th Jan., at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 28th Jan., at 4 P.M.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	To-morrow, at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 31st inst., at 5 P.M.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 7th Jan., at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 22nd Jan., at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 28th inst., at D'light
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 4th Jan.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	To-day, at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	Quick despatch.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	To-day, at 8 A.M.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	To-day, at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	To-morrow, at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	About 26th inst.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 26th inst., at 4 P.M.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 28th inst., at 4 P.M.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 28th inst., at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	About 31st inst.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	About 2nd Jan.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 4th Jan., P.M.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 11th Jan., at Noon
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	Middle of January.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 3rd Jan.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 17th Jan.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	Quick despatch.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	To-morrow, at Daylight
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	To-day, at 8 A.M.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 29th inst., at 8 A.M.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	To-morrow, at 4 P.M.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	To-day, at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 25th inst., at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 28th inst., at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 5th Jan., at 8 P.M.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	To-morrow, at 4 P.M.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 28th inst., at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 29th inst., at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 2nd Jan., at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 31st inst., at 4 P.M.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 28th inst., at Noon.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 30th inst.
MARSHILLES, HAYRE & COPENHAGEN	MUNCASTER CASTLE	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	Quick despatch.

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VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
INVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Mathie	On 11th Feb., 09
SUVERIC	6,235	W. Shotton	On 11th March, 09

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PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

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IMPERIAL GERMAN MAIL  
LINES.

FOR STEAMERS TO SAIL.

KUDAT & SANDAKAN ...	"BORNEO"	Capt. F. SEMBIL	Tuesday, 29th Dec., at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, BOUTHAMPTON, ANTWERP & HAMBURG	"BUELOW"	Capt. H. FORMES	Wed., 30th Dec., at Noon.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Capt. F. LIEKE	Thursday, 31st Dec., at 5 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ EITEL FRIEDRICH"	Capt. E. MALCHOW	About Thursday, 31st December.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS, HONGKONG & CHINA.  
Hongkong, 21st December, 1908. 5CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days  
Across the Pacific to the "EMPIRE LINE" Saving 5 to 10 days' Ocean Travel,  
12 DAYS YOKOHAMA TO VANCOUVER.  
21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration.)	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER.
"EMPERESS OF JAPAN"	6,000	SATURDAY, 16th Jan.	5th Feb. 09
"EMPERESS OF CHINA"	6,000	SATURDAY, 13th Feb.	5th March 09
"MONTEAGLE"	6,165	TUESDAY, 2nd March	26th March 09
"EMPERESS OF INDIA"	6,000	SATURDAY, 13th March	2nd April 09
"EMPERESS OF JAPAN"	6,000	SATURDAY, 10th April	30th April 09
"EMPERESS OF CHINA"	6,000	SATURDAY, 1st May	22nd May 09

"EMPIRE" Steamships will depart from HONGKONG at 7 A.M.  
S.S. "EMPIRE" at 12 Noon.  
THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at QUEBEC with the Co's NEW PATRIAL "EMPIRE" Steamships,  
14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10  
Intermediate on Steamers ... \$40 ... \$42.  
First Class rate to London includes cost of Meals and Berth in Sleeping Car while  
crossing the American Continent by Canadian Pacific direct Line.  
R.M.S. "EMPIRE" carries Intermediate Passengers only, at Intermediate rates  
affording superior accommodation for that class.  
Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Praya, opposite Blake Pier.

## MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA  
SHANGHAI.

FOR STEAMERS TO SAIL.	FOR STEAMERS TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY"
MARSHILLES VIA PORTS	Capt. Henric
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"
MARSHILLES VIA PORTS	Capt. Giesse
	On 4th Jan., P.M.
	On 5th Jan., 1 P.M.
	On 18th Jan., P.M.
	On 19th Jan., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta,  
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.  
Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway  
from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.For Further Particulars, apply to—  
P. NALIN, ACTING AGENT,  
Hongkong, 22nd December, 1908. QUEEN'S BUILDING. 2

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON,  
AUSTRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DELTA,"  
Captain B. W. H. Snow, carrying His  
Majesty's Mails, will be despatched from this  
for Bombay, &c., on SATURDAY, the  
26th December, at Noon, taking passengers  
and cargo for the above ports in connection  
with the Company's s.s. "MONGOLIA," 9,500  
tons, from Colombo, passengers accommodation  
in which vessel is secured before departure  
from Hongkong.  
Silk and Valuable, all cargo for France and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London,  
other cargo for London, &c., will be conveyed  
via Bombay by the R.M.S. "MARMORA" due in  
London on the 6th February, 1909.  
Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 14th December, 1908. [1]

UNITED STATES & CHINA-JAPAN  
STEAMSHIP LINE.FOR NEW YORK AND BOSTON VIA  
SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

## THE Steamship

"INDRAWADI,"  
Captain Williams, will be despatched as above  
on TUESDAY, the 5th January, 1909.  
For Freight apply to—  
JARDINE, MATHESON & Co.,  
Agents,  
INDRA LINE LTD.  
Hongkong, 14th December, 1908. [1658]

## "GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

## THE Steamship

"GLENBAEN,"  
Captain Haughton, will be despatched as above  
on WEDNESDAY, the 6th January, 1909.  
For Freight, apply to  
McGREGOR BROS. & GOW.  
Hongkong, 19th December, 1908. [1678]

EASTERN AND AUSTRALIAN STEAM  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Calling at PORT DARWIN, and QUEEN-  
SLAND PORTS, and taking through Cargo  
to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. C. L. Daniel	About 25th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA Capt. B. W. H. Snow	Noon, 26th Dec.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MANSEILLES	SICILIA Capt. C. H. Watkins, R.N.	On 30th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NYANZA and YOKOHAMA	On 2nd Jan.	Freight and Passage.	

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 23rd December, 1908.

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, MANILA, CEBU and ILOILO	"SUNGKIANG"	On 24th Dec., 4 P.M.
MANILA	"TEAN"	On 24th Dec., 3 P.M.
MANILA	"TAMING"	On 5th Jan., 3 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIBNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 29th Jan., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—  
Hongkong, 23rd December, 1908.BUTTERFIELD & SWIRE,  
AGENTS.

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	WED'DAY, 23rd Dec., at 10 A.M.
"HAIKANG"	SWATOW, AMOI & FOOCHOW	FRIDAY, 25th Dec., at Noon.
"HAIKAN"	SWATOW, AMOI & FOOCHOW	TUESDAY, 29th Dec., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 23rd December, 1908.

1579

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"TUNGSHING"	Wed'day 23rd Dec., Noon.
SHANGHAI	"KONSHING"	Thursday, 24th Dec., Noon.
MANILA	"YUENSANG"	Thursday, 24th Dec., 4 P.M.
SHANGHAI, TSINGTAU, WEI-HAIWEI, CHEFOO & CHINGWANTAO	"CHEONGSHING"	Saturday, 26th Dec., Noon.
SHANGHAI	"FOOSHING"	Saturday, 26th Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 29th Dec., Noon.
MANILA	"LOONGSANG"	Thursday, 31st Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Monday, 11th Jan., Noon 09

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang in connection No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

Hongkong, 22nd December, 1908.

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# OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI via SWATOW, "BUJUN MARU"	at 8 A.M.	WED'DAY, 23rd Dec.
AMOI & FOOCHOW	Capt. Y. FUSENO	
ANPING via SWATOW "SHOSHU MARU"	at 8 A.M.	WED'DAY, 23rd Dec.
AMOI	Capt. IJICHI	
TAKAO (Direct)	"SHIBETORO MARU"	THURSDAY, 24th Dec.
	Capt. S. ARSUMI	at Daylight
TAMUI via SWATOW "DAIJIN MARU"	at 8 A.M.	TUESDAY, 29th Dec.
AMOI	Capt. I. SAKURAI	

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 22nd December, 1908.

T. ARIMA, Manager

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# NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE,  
COLOMBO AND PORT SAID.

THE Co's Newly Built Passenger Steamer

# "HIRANO MARU."

(Sister ship to the well-known "KAMO MARU," tons 9,000 gross reg., Captain H. Fraser, will be despatched as above on WEDNESDAY, the 30th DECEMBER, at Daylight.

Every known comfort provided on board for travellers: First-class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around-the-world.

For further particulars apply to—

NIPPON YUSEN KAISHA.

[1599]

Hongkong, 24th November, 1908.



# NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID	SADO MARU Capt. Geo. Anderson	6227	WED'DAY, 6th Jan., 09 at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI	BINGO MARU Capt. A. Christensen	6247	WED'DAY, 20th Jan., 09 at Daylight
MOJI, KOBE, YOKOHAMA, SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU Capt. K. Kawara	6388	TUESDAY, 5th Jan., 09 at Noon
YOKOHAMA	TANGO MARU Capt. Wm. Thompson	7463	TUESDAY, 19th Jan., 09 at Noon
KOBE and YOKOHAMA	NIKKO MARU Capt. E. Swain	5539	THURSDAY, 24th Dec., at Noon
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU Capt. N. Mathieson	5076	FRIDAY, 22nd Jan., 09 at Noon
KOBE	KUMANO MARU Capt. N. Mathieson	5076	WED'DAY, 23rd Dec., at Noon
	SANUKI MARU Capt. K. Homma	6112	SATURDAY, 26th Dec., at Daylight
	YAKASAKI MARU Capt. A. Mocker	4370	WED'DAY, 30th Dec., at Noon
	YAKAMIYA MARU Capt. T. Yamawaki	4421	MONDAY, 4th January.

\* Omitting Yokohama.

† Fitted with Marconi's System of Wireless Telegraphy.

‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 23rd December, 1908.

T. KUSUMOTO,  
MANAGER.

# EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Beginning of Jan., 09
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of Jan., 09

For Further Particulars apply to  
Hongkong, 10th December, 1908.MELCHERS & CO.,  
AGENTS.

# HAMBURG-AMERIKA LINIE HAMBURG.

# EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:  
HOMeward.

OUTWARD.	FOR HAVRE & HAMBURG:	DATE OF SAILING.
	S.S. SCANDIA	27th Dec.
	FOR ROTTERDAM & HAMBURG:	
	S.S. DEN OF OGIL	5th Jan. 09
	FOR HAVRE & HAMBURG:	
	S.S. ISTRA	11th Jan. 09
	FOR HAVRE & HAMBURG:	
	S.S. BARCELONA	25th Jan. 09
	FOR HAVRE & HAMBURG:	
	S.S. C. FERD. LAISZ	28th Jan. 09
	S.S. SLAVONIA	22nd Febr. 09
	S.S. ANDALUSIA	27th Febr. 09

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 21st December, 1908.

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# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 26th Dec., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 2nd Jan., Noon, 09

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 14th December, 1908.

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# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	SHANGHAI	Second half of Dec.	JAVA	Second half of Dec.
TJIMAH	JAVA	First half of Jan.	SHANGHAI	First half of Jan.
TJILIWONG	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIKINI	JAVA	Second half of Jan.	JAPAN	Second half of Jan.
TJILATJAP	JAVA	First half of Febr.	SHANGHAI	First half of Febr.
TJIBODAS	JAVA	First half of Febr.	JAPAN	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 14th December, 1908.

Telephone No. 375.

18

# PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

# S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 17th.  
LONDON - - - - - APRIL 24th.

FARES TO LONDON—

1st SALOON £71.10 SINGLE £106.14 RETURN.  
2nd " £43.8 " £72.12 "

For further Particulars apply to—

E. A. HEWETT,  
SUPERINTENDENT.

Hongkong, 24th November, 1908.

[1600]

PASSENGER SEASON 1909.

# IN 25 DAYS TO ITALY

BY THE

# MAGNIFICENT N.D.L. LINERS:

TONS REG.

"PRINZESS ALICE" - 10,911 - ON MARCH 10th.  
Capt. G. ROTT.

"KLEIST" - 9,000 - ON MARCH 24th.  
Capt. R. MEYER.

"PRINZ LUDWIG" - 9,630 - ON APRIL 7th.  
Capt. F. v. BINZER.

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON  
TO LAND PASSENGERS.

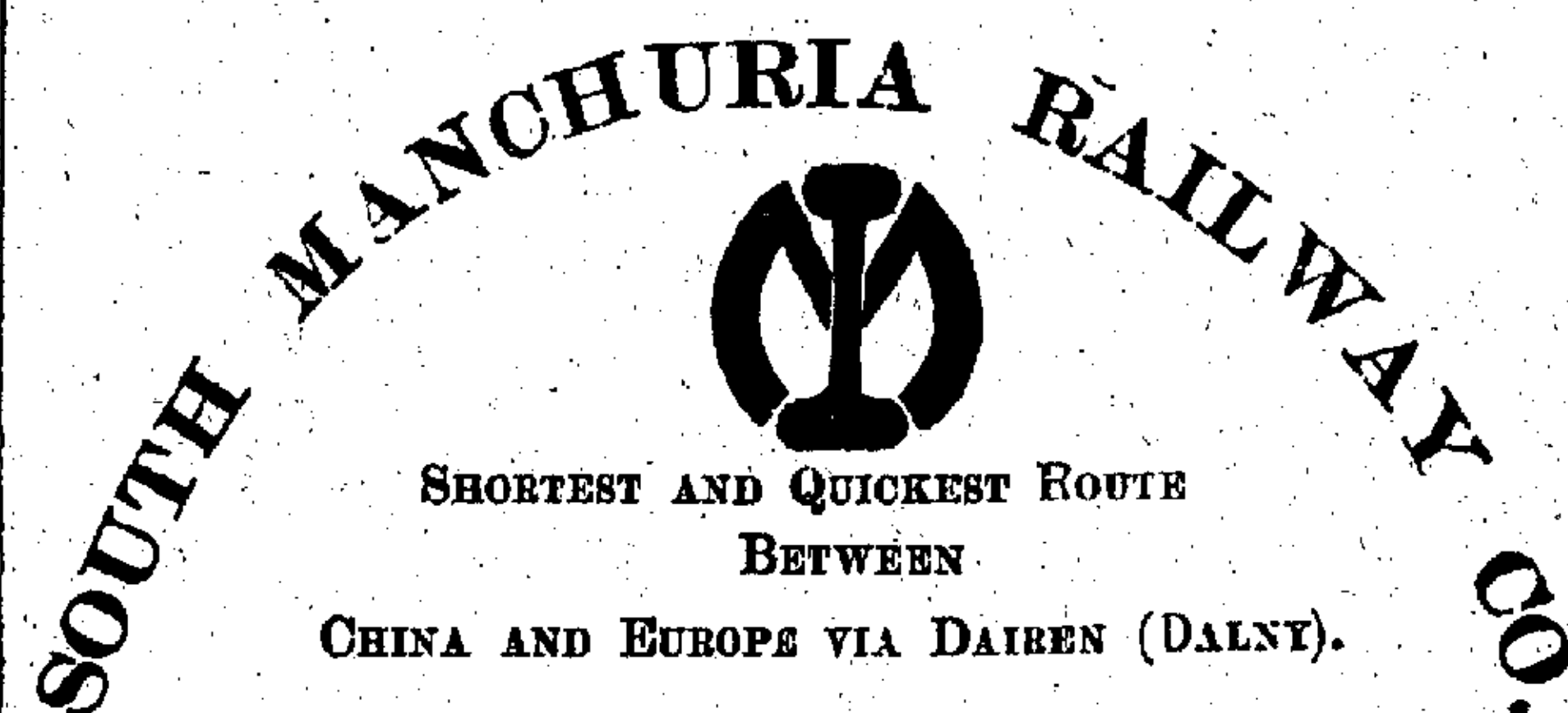
Early booking recommended.

For Particulars, apply to—

MELCHERS & Co.,  
GENERAL AGENTS.

Hongkong, 1st December, 1908.

[1624]

SHORTEST AND QUICKEST ROUTE  
BETWEEN  
CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KOSU MARU" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwantung (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping, Dining and first-class Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

BYRON LINE—For Byron (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchang), 3 hours from Tashihchiao Junction.

FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction.

ANTUNG-HSIN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "YAMATO").  
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENG TZU), all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add. "MANTRU" Codes: A.B.C., 5th Ed., A.I. and Lieber's. [1503]

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—  
16, DES VUEX ROAD,  
HONGKONG.Japan Office:—  
14, WATER STREET,  
YOKOHAMA.



## SHIPPING IN PORT.

The *Assaye*, with the English mail of the 27th November, left Singapore on Saturday, the 19th inst., at 5 p.m., and may be expected there tomorrow, at 5 p.m. This packet brings replies to letters despatched from Hongkong on the 27th Oct., and the parcel mails closed in London for despatch by the all sea route on the 18th November, and for despatch overland on the 25th of November.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA  
VIA TOBIA AND VANCOUVER, (B.C.) .....  
(Supplementary mail on board up to the  
time fixed for departure of the mail,  
Extra Post. 10 cents) ... ..

**PER LB.**

5, D'AGUILAR STREET, HONGKONG AND AT KOWLOON.

**ARRIVALS AT HOME.**  
December 18th—*Liberia, Kleist.*

---

**PASSENGERS.**  
**ARRIVED.**

Per *Tosa Maru*, for Seattle, &c., Mr and Mrs  
W. E. Deaves, Mrs W. B. King, Miss Ber  
Martin, Rev. F. Barnat, Rev. F. Pons, Me  
J. I. Tyack and E. L. Deaves.  
Per *Wakasa Maru*, for London &c., Rev. I  
Mrs. Neven and child Mrs S. Takano, Mrs  
Ninomiya, Miss Takano, Dr Kumagawa, Mo  
C. Jackson, K. Wakasugi, H. Kawai,  
Sugimura, Tamura, R. Corbett, Hamilton,  
Gjerson, Grace and T. Kerr.

Highest open air Temperature on 21st .....65  
Lowest open air Temperature on 21st .....59

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**NAPIER JOHNSTONE'S**  
**" SQUARE BOTTLE "**

**HONGKONG HOTEL.**

Mr. P. & B. Adams	Miss Lindsay
Mr. & Mrs. Bridgde	Mr. Francis Lovell
Mr. H. Baggesly	Miss K. A. Massey
Mr. & Mrs. L. Barker	Mr. F. N. Matthews
Dr. Annie Barnard	Mrs. F. W. Macdonald
Mr. & Mrs. Bewdley	Mr. & Mrs. McFarlane
Mr. H. Brian Bates	Mr. & Mrs. M. Malloch
Mr. A. Bayart	Mr. G. C. McIntosh
Dr. G. D. & B. Black	Dr. G. W. McKean
Mr. J. Bliss	Mr. & Mrs. Megie
Mr. H. D. Blower	Mr. W. E. Moore
Mr. B. L. Blumenthal	Mr. E. T. Buidle
Mr. O. Boss	Mr. E. P. Rogers
Mr. H. B. Burns	Mr. & Mrs. C. C. Osborne
Prof. Mrs. and Miss Burton	Mr. B. L. Packer
Mr. E. Carpenter	Mr. A. W. J. Penke
Miss A. E. Collin	Dr. and Mrs. W. W. Penrose
Mr. H. E. Colvin	Dr. and Mrs. de Pearse
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STEAMERS.

MAN-TEK, American str., 339, D. Francisco  
Fabrigiro, 5th Nov.—Manila 2nd Nov.  
Sugar—Order.

OSORIO, German str., 1,344, F. Sanbüll, 18th  
Dec.—Sunderland 12th Dec., Timber and  
General—Melchers & Co.

SHUN MARU, Japanese str., 1,811, Y. Finsino,  
20th Dec.—Swatow 19th Dec., General—  
Osaka Shosen Kaisha.

J. DIEBDESEN, German str., 774, Kayser,  
21st Dec.—Haiphong and Hoihow 19th  
Dec., General—Jensen & Co.

CHONGSHING, British str., 1,356, Liddell, 15th  
Dec.—Tientsin via Weihaiwei 18th Dec.  
General—Jardine, Matheson & Co.

CHOISING, German str., 1,022, J. Bruhn, 16th  
Dec.—Bangkok 10th Dec., Rice—Butter-  
field & Swire.

CHANGCHOW, British str., 1,203, Partridge,  
17th Dec.—Chefoo and Weihaiwei 12th  
Dec., General—Butterfield & Swire.

CHINKIANG, British str., 1,228, W. Kay, 21st  
Dec.—Daly via Chefoo 15th Dec., Bean  
cake etc.—Butterfield & Swire.

CHYO MARU, Japanese str., 7,250, W. W.  
Greene, 21st Dec.—Yokohama 16th Dec.,  
General—Nippon Yusen Kaisha.

CHUNGANG, British str., 1,418, E. Sawyer, 16th  
Dec.—Java 7th Dec., Sugar—Jardine,  
Matheson & Co.

DERWENT, British str., 1,562, J. Jenkins, 17th  
Dec.—Saigon 12th December. General—  
Chinese.

DEVAYONGS, German str., 1,057, Bruhn, 21st  
Dec.—Bangkok 10th and Hoihow 19th  
Dec., Rice and Teak—Butterfield & Swire.

FOOSHING, British str., 1,423, F. Lishman, 17th  
December—Chinkiang 13th Dec., General  
—C. M. S. N. & Co.

FEL, Norwegian str., 860, C. Wagle, 17th 1/2  
Dec.—Manila 15th November, Ballast—Agard  
Thoresen & Co.

GREY, British str., 3,946, Steel, 17th Dec.  
—Newcastle and Port 20th Nov., Coal—  
Messageries Maritimes.

HANYANG, British str., 1,207, Trowbridge, 19th  
December—Chinkiang 15th Dec., General  
—Butterfield & Swire.

HELIOPOLIS, British str., 2,967, Wiseman, 15th  
Dec.—Chinwangtao 10th December, Nil—  
Gibb, Livingston & Co.

HSIN CHI, Chinese str., 1,385, Jamieson, 18th  
Dec.—Shanghai 14th Dec., General—  
Chinese.

HSIN FUNG, Chinese str., 1,368, H. Mekinson,  
21st Dec.—Tahiti 15th and Chefoo 16th  
Dec., General—Chinese.

KIUKIANG, British str., 1,228, Robertson, 14th  
Dec.—Shanghai 11th December, General—  
Butterfield & Swire.

KNIVSBERG, German steamer, 646, Henk, 18th  
December.—Haiphong via Hoihow 16th  
December, Rice—Jensen & Co.

KOHSCHANG, German str., 1,292, C. Roslowsky,  
5th Dec.—Bangkok 19th Nov., Rice and  
Timber—Butterfield & Swire.

KOONSHING, Br. str., 1,535, W. G. G. Leask,  
16th Dec.—Shanghai 13th Dec., General—  
Jardine, Matheson & Co.

KUJIKU MARU, Jap. str., 3,147, N. Mathieson,  
17th Dec.—Melbourne 25th Nov., General  
—Nippon Yusen Kaisha.

KWANGLEE, Chinese str., 1,487, R. Lincoln,  
21st Dec.—Shanghai 18th Dec.; General—  
C. M. S. N. Co.

KWELIN, British str., 1,200, W. Brown, 11th  
Dec.—Chingkiang, 5th Dec., General—  
Butterfield & Swire.

LAISANG, British str., 2,224, F. Wheeler, 15th  
Dec.—Singapore 8th December, General—  
Jardine, Matheson & Co.

LEWNOX, British str., 2,590, F. M. Nair, 16th  
November—Shanghai 13th Nov., General—  
G. P. E.

NICOMEDIA, German str., 4,363, P. Wagemann,  
12th Dec. Portland via Ports 11th Nov.—  
General—P. A. S. S. Co.

PHANANG, German str., 1,021, Fr. v. Mangesdorff,  
18th Dec.—Bangkok and Swatow  
17th Dec., General—Butterfield & Swire.

PRINZ WALDEMAR, German str., 1,737, W. v.  
Senden, 12th Dec.—Sydney 17th Nov.,  
Melchers & Co.

QUARTA, German str., 1,142, H. Madsen, 13th  
Dec.—Bangkok 1st Dec., Dec., Molano—  
Sander, Wisler & Co.

SAMPO, German str., 998, F. Schmitz, 13th  
Dec.—Bangkok via Swatow 12th Dec.,  
Rice—Butterfield & Swire.

SHIBETORO MARU, Japanese str., Atsami, 18th  
Dec.—Tairin 11th December, Coal—Osaka  
Shosen Kaisha.

SHINSHU MARU, Japanese str., 2,163, Oasagutsu,

Hongkong, 23rd July, 1908.

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